

## **BATTLE OF THE**

A windy day at Liverpool — the Prince and Princess of Wales on the steps of the cathedral for the Battle of the Atlantic commemoration service.

Inset: one of the Royal Marines Bands taking part in the biggest Naval parade since World War II.  
● Special supplement inside.



RNR loses minesweepers, manpower cut by 25 per cent

# **AXE FALLS ON RNXS**

After more than 30 years' part-time service, the Royal Naval Auxiliary Service is to be disbanded — and the Royal Naval Reserve will be cut by a quarter.

The reduction in the naval reserve forces announced by Defence Secretary Malcolm Rifkind will save about £8m a year. The change in the international situation with the demise of the Warsaw Pact had largely obviated their major roles in the defence of ports and anchorages and Naval Control of Shipping.



## **Nuclear refits go to Guzz**

Devonport Dockyard has won the long battle for the refitting of the Royal Navy's nuclear submarines after putting in a bid £64m lower than its Rosyth rival.

Rosyth, however, becomes the principal refit dock yard for surface warships with an allocated programme over 12 years, comprising over half the total and including all aircraft carriers, almost all the Type 42 destroyers, all the Hunt MCMVs and other refits of Type 23 and Type 22 frigates.

Flag Officer Plymouth Vice-Admiral Sir Roy Newman said he was delighted that Devonport was the Government's preferred location for the nuclear work.

"At the end of the day the Navy's interest is best served by whichever arrangement is designed to refit and maintain our ships and submarines efficiently and cost effectively," he said.

"The Royal Navy has reviewed the continuing need for those tasks and concluded that the scale and immediacy of a perceived threat to the western alliance has reduced to such an extent that it is no longer sensible to earmark discrete forces for them," he told the Commons.

"In the extreme circumstances of a rise in tension and a direct threat to this country, there will be sufficient time to provide such forces by an appropriate expansion, if necessary, of the Royal Naval Reserve or regeneration of the ex-regular reserves.

"The end of that requirement removes the need for 710 RNR personnel and all but 135 of the RNXS ratings. After careful

● Turn to page 32

Right: last of the 'Reserve Fleet' — HMS Roebuck leads a squadron of nine mine countermeasures vessels — including HM Ships Arun, Dovey, Itchen, Orwell, Spey and Waveney, manned entirely by Royal Naval Reserves — on Exercise Linked Seas 93 south of Portugal. The biggest NATO exercise for ten years also attracted HNS Chiddingfold, Middleton and Quorn, under the control of MCM1.





# A century of Naval Records

THE Naval Records Society, founded in 1893 under the patronage of Alfred, Duke of Edinburgh, to publish 'hitherto unpublished works of naval interest', celebrated its centenary last month with a reception at St James's Palace attended by the present patron, Philip, Duke of Edinburgh, members of the Admiralty Board and distinguished academics from Britain and overseas.

In its first hundred years the Society has published 130 volumes of papers covering all aspects of the Navy's history. Two copies of the Centenary volume, a 1,200 page collection of British Naval Documents, were presented (right) to the Duke by the Senior Vice President and supervising editor, Captain Tony Sainsbury (see right).

The second copy was accepted by Prince Philip for The Lord High Admiral — HM The Queen — to whom the

book is dedicated.

The Society's next production, Professor Bryan Ranft's second volume of the Beatty Papers, will be published next month.

New members joining the Society now will get both these volumes (publisher's price well over £100) for the 1993 subscription of £30. Enquiries to Lawrie Phillips, ACPR (Central), Room 0384, MoD, Main Building, Whitehall, London SW1A 2HB.

Picture: PO Alan Amesbury



## Palmy state of Rome



THE last rays of a Roman sunset cast a romantic glow over a group of 21 young officers from Dartmouth, Manadon and the universities gathered in the garden of the Venerable English College.

Their seven-day Rome EXTA was wound up with a Mess Dinner after a whistle-stop tour of "every site of religious, historical, cultural, gastronomic and oenological importance" conducted by Father Paul Donovan, the college's Catholic Chaplain who is expert in all these fields...

Visits to the Italian CINC-NAV HQ and NATO AF-South HQs were squeezed in, providing them with a fresh insight into the role of the naval forces in the Adriatic, but the highlight of the week was when they filled the front seats at the weekly Papal Audience, joined by an 80-strong contingent from HMS Ark Royal, after which the Pope was presented with a Dartington crystal decanter.

## Selling oggies to the Arabs?

HMS Cornwall may be helping to sell 'oggies' to the Arabs when she next visits the Gulf.

Before she sailed as flagship for the Battle of the Atlantic Review off Anglesey (see pull-out supplement) the Type 22 frigate was visited at her base at Devonport by a delegation of Cornwall food producers promoting local delicacies such as smoked fish, scrumpy, cheese — and pasties, of course.

They hope the ship will pass on the good news to guests from the Gulf states when she begins Armilla Patrol duties.

### Beneficial

Mr John Larke of Cornwall County Council's development division, who organised the visit, said: "If HMS Cornwall can help promote Cornish goods, however indirectly, after fulfilling her operational duties, then it could be extremely beneficial to the industry."

## Sultan's sitting ducks

NOT wishing to duck their responsibilities as the parent establishment, HMS Sultan hastily commissioned RNAS Mallard in Fort Grange moat when this fledgling squadron moved in as sitting tenants.

A temporary hangar, landing pad, wind sock and slipway were constructed in record time so the newcomers could parade for inspection by Captain Drake.

## Nelson model finds a new home



THIS superb model of HMS Nelson, the ironclad corvette of 1881, is to be presented to the present-day HMS Nelson at Portsmouth.

It has been constructed by Mr Richard Dell, of Walsall, who also has a complete set of the ship's original plans. He intends to hand her over to be put on permanent display at the establishment once he has completed her full complement of 12 ship's boats.

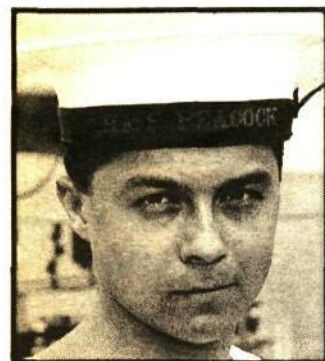




# QGM for tai fei fighter Tony

LWEM(R) Tony Leahy had a birthday surprise when he learned he had been awarded the Queen's Gallantry Medal after he beat off a vicious attack by three Chinese smugglers in the waters off Hong Kong.

As reported in last December's Navy News, Tony (26) was assaulted with knives and a bamboo pole after he boarded the smugglers' tai fei — fast speed-boat — to the west of Hong Kong Island.



● LWEM(R) Tony Leahy

He was forced to drop his night stick and drew his pistol in self-defence. It jammed twice as he fired — but he coolly cleared his weapon each time and wounded two of the men, who jumped overboard to escape.

The young sailor later needed hospital treatment for cuts, bruises and concussion.

Another recipient of the QGM is LA Brian Buggins, who played a key role in the rescue of a yacht in heavy seas off the rocky Dorset coast.

The yacht Sandpiper was drifting towards the notorious Kimmeridge Ledge near Weymouth when the Portland-based search and rescue helicopter went to its aid.

Brian was winched down to find the skipper nursing a minor head injury and suffering from exhaustion, and his female crew member too frightened to leave the cabin.

The woman was successfully winched up to the helicopter — but the yacht's skipper was washed overboard as he was about to be transferred.

Despite the stormy seas, Brian dived in without hesitation and held the man tight as both were hauled to safety.

Lieut. Peter Cameron, RM, receives the Queen's Commem-

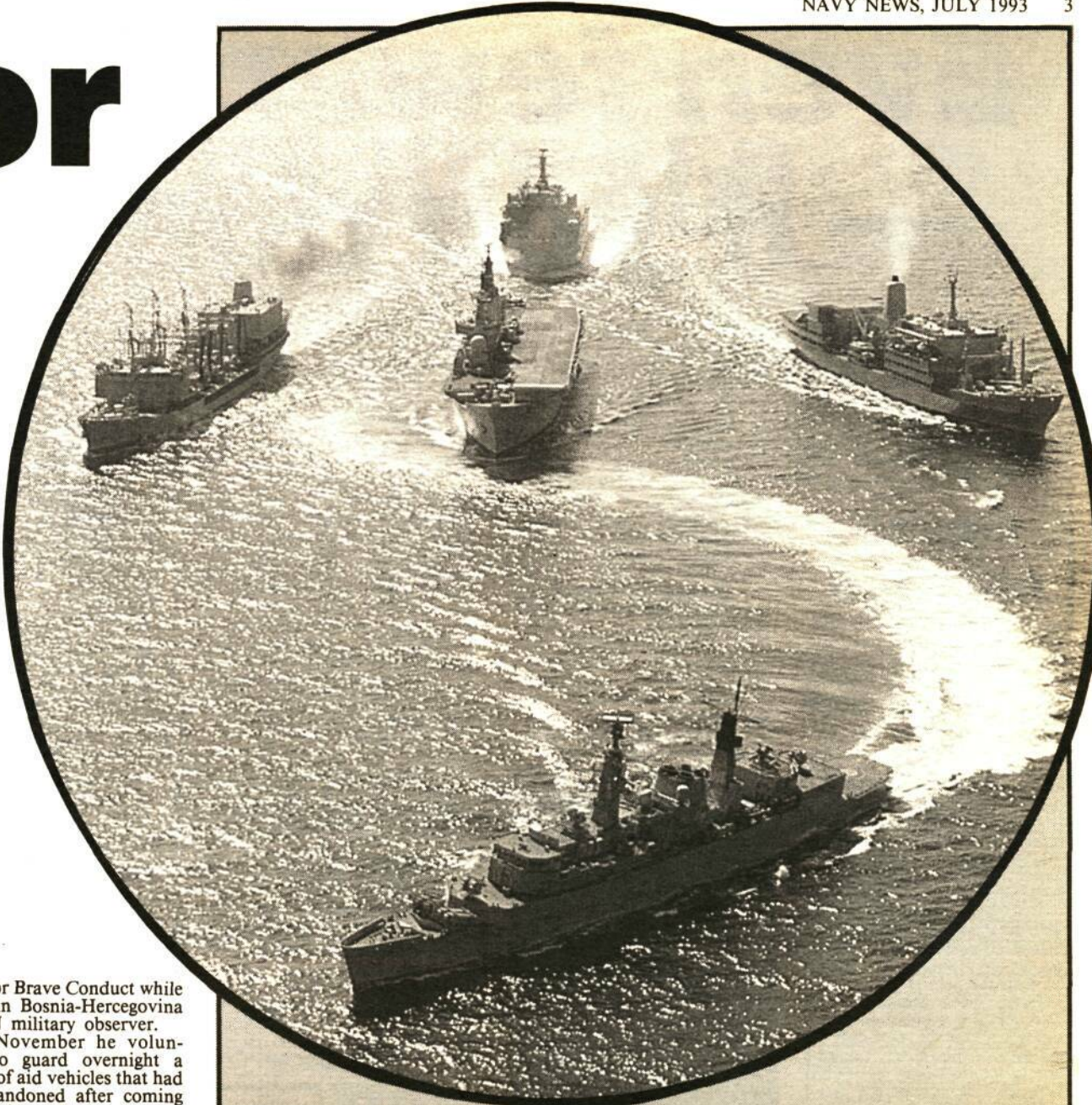
dation for Brave Conduct while serving in Bosnia-Herzegovina as a UN military observer.

Last November he volunteered to guard overnight a number of aid vehicles that had been abandoned after coming under artillery fire.

He stayed on watch with a French officer, unarmed in a thoroughly hostile environment.

Later, when Croatia launched a major attack against the Serbs in Krajina, Lieut. Cameron and another officer volunteered to go forward and investigate.

Their report was the first and most accurate assessment of the situation and enabled the Force Commander to condemn Croatian aggression to the Security Council.



## Adriatic assembly

SHIPS of the RN Task Group in the Adriatic got together for a photograph for the first time since leaving the UK in January. HMS Ark Royal is seen here leading the RFA Argus — back home last month for a refit — flanked by RFAs Owen (right) and Fort Grange (left) with HMS Broadsword in the foreground.

See also page 17.

## Under new management — and a new understanding



ADMIRAL Sir Hugo White is seen here paying his first visit as Commander-in-Chief Fleet to 3 Cdo Bde RM at Plymouth.

Since April the whole of the Royal Marines — of which the West Country-based 3 Cdo Bde forms the major operational part — comes under his direct command and he took the opportunity to visit 539 Assault Sqn, the last naval unit in the Royal William Yard which is soon to move to Turnchapel.

The Admiral took the controls of a new Mk 2 Rigid Rafting Craft as the squadron drove him across to Mayflower steps below the Citadel, where he was greeted by the CO 29 Commando Regiment Royal Artillery, Lieut.-Col. Chris Romberg, and given a 17-gun salute.

Later he visited 42 Cdo at Bickleigh, where he watched Royal Tournament training with K Company.

"The important integration of the Royal Marines into the Fleet is going outstandingly well — at least as well as I could have hoped," Admiral White later told Navy News.

"I was pleased and impressed by what I saw — particularly by the enthusiasm and professionalism I witnessed down there."

### Russians feel the chill

Further north, a new climate of understanding allowed the Royal Marines to meet their former Cold War adversaries, the Russian Naval Infantry, in a joint training exercise in the Army's Catterick training area.

Twenty of the elite Russian amphibious troops were allowed ashore from the destroyer Gremyashchy, attending the Battle of the Atlantic commemorations in Liverpool, to train with the Arbroath-based Comacchio Group.

Led by Senior Lieutenant Igor Shepin, they took part in a mock attack on a house in the urban warfare training complex — where despite being based in Murmansk they complained that Yorkshire was cold!



# Even fewer options — if you don't ask

AS the Fleet Air Arm adapts to the new requirements for manpower, in most cases the amount of sea time will increase. All will eventually be affected in various ways but it is important to point out that it will not always be possible to draft individuals back into their preference areas on completion of sea time. In the same vein it is not always possible to keep you in 1 PRE drafts for all of your shore time if this exceeds 36 months.

Also, there are, unfortunately, fewer foreign service drafts available and drafts to other areas outside the normal Fleet Air Arm areas are becoming few and far between. But if you are interested in going abroad or to other areas in the UK, don't assume that we have long lists of volunteers. We don't. Let us know if you want something different, there maybe something available out there just for you.

## Leave balance

ATTENTION of those responsible for entering the leave entitlement on RXDPCs or RXDPFs is drawn to BR8587 Article 0307. This says that the discharging ship is to ensure that the availability date includes full entitlement to any balance of annual leave and any other leave allowances for service in that ship. On receipt of the draft order the receiving establishment should extend a rating's leave to conform with the establishment's leave pattern if his or her date of joining falls in a leave period. There seems to be a misconception that if leave accrued from sea service coincides with annual leave at the next (shore) establishment, both should be included in the calculation of the rating's AVDATE. Not only is this against the rules but in addition the releasing unit will also bear the cost of the individual for longer than they should as he or she remains their liability until the AVDATE.

And speaking of preferences, that old chestnut again, are you up to date? Instances continue to occur where the drafting records show that there may be no volunteers for a particular draft. Subsequent trawls reveal that there are volunteers out there but they haven't told drafty because "they didn't think they would be selected" or because they thought that the timing was wrong.

Much time was spent recently attempting to fill a billet at a certain location and a rating

was needed who could satisfy a number of exacting conditions. There was no volunteer so a rating was drafted much against his will. A chance telephone conversation revealed that a certain individual lived in that area, (but not according to his DPC) — and a check showed that he was suitable for the job. The result was two happy customers, but don't rely on chance phone calls working for you. The drafting plot is always changing so if you don't ask you don't get.

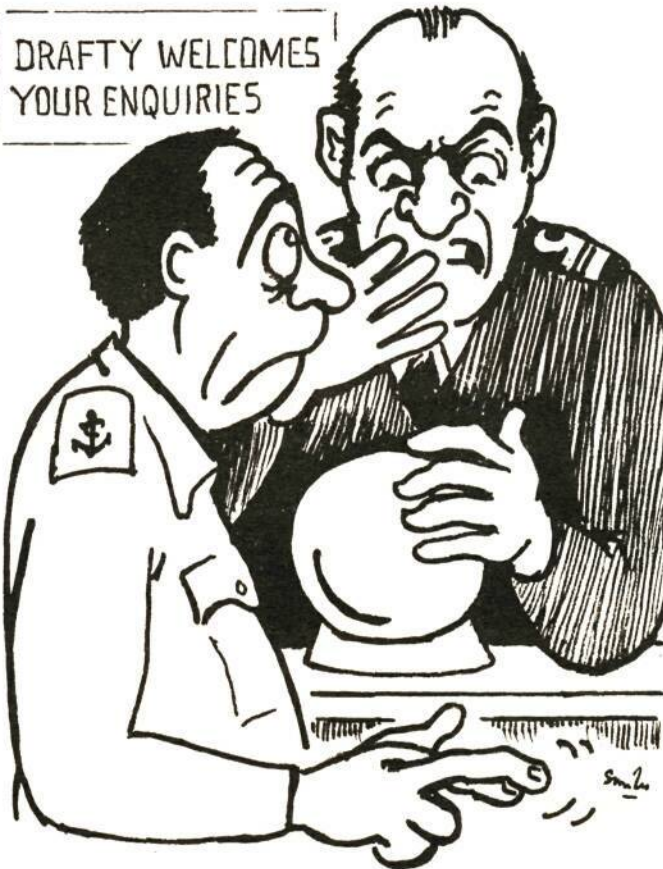
## Take control!

THE AC branch is still short of numbers and the building up process continues, the current manning level being 65%. The recruiting gates are therefore wide open, particularly at the Junior rate level. So if you want to take advantage of the excellent advancement prospects then apply for transfer in accordance with BR1066 Article 1526.

## Advance to go

ADVANCEMENT or promotion is one of the triggers for moving an individual. Ratings will retain their existing SAVDATE when they move to a higher rate. This may advance or retard their date of going to sea depending on their roster position at the higher rate.

DRAFTY WELCOMES YOUR ENQUIRIES



"Oh, My God . . .!"

## What do you know?

TO whom it may concern — Attention of FAA personnel is drawn to NAC Temporary Memo 30/92 — C234 Equipment Experience report. In many cases this form can save time that is currently spent in training which is both unnecessary and costly to individual ratings and Units alike. Read the back of your last Draft Order. If you have completed courses previously or you already have experience on equipment or aircraft which does not appear on the Draft Order, then tell your ETS. This procedure is mandatory. They will then be able to advise you and input a C240 which could save an extra few weeks spent in training in a Non PRE area when you don't require it.

## Time is of the essence

PHONE calls are on the increase requesting confirmation that certain individuals will spend an appropriate amount of time in their current or fixture drafts to enable them to qualify for legal or travelling expenses. Cast iron guarantees are often difficult to give but a "best guess" can normally be given on request.



**Drafty**

*... takes to the air*

## TWO GREAT NAVAL VIDEOS

The official video for the

### Battle of the Atlantic 50th Anniversary 1943 - 1993

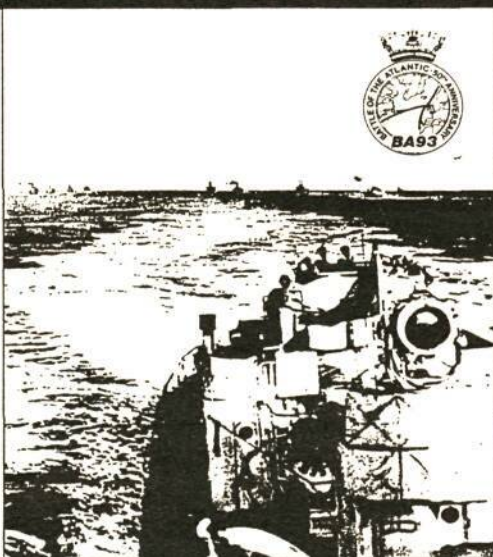
The battle of the Atlantic was an epic struggle. It claimed the lives of 73,000 Royal Naval personnel, 30,000 from the Merchant Service and 6,000 from Coastal Command. Germany lost 29,000 Seamen from the U-Boat service. Seen now, even fifty years later it was an enormous sacrifice that could only be justified by its overwhelming importance to the allied war effort.

"Had England been lost, all America would be living at the point of a gun"  
President Roosevelt

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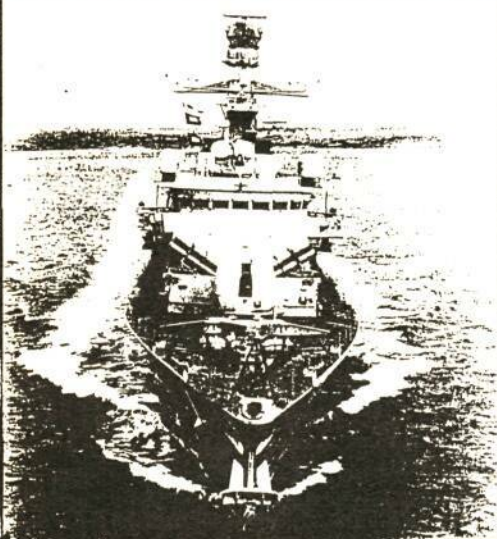
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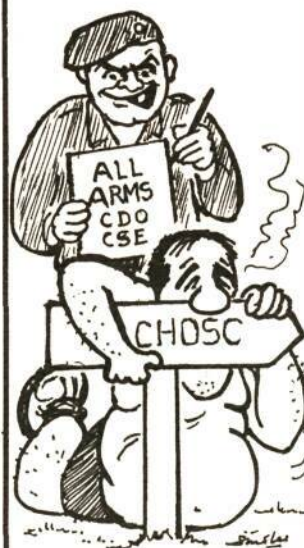
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## STOP PRESS FROM FAA DRAFTING



"Wot, no legs?"

## Feel fit? Choose CHOSC

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Applicants will need to be fit, as they will be required to pass the All Arms Commando Course.

If you're keen, forward your application in the usual way on Form C240.

## THE FLEET AIR ARM DRAFTING TEAM

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Technical Drafting Officer	Lieut-Cdr John Barclay (Ext 2121)
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Non-Technical Junior Rates	LWWTR Clare Watts (Ext 2134)
Technical Junior Rates	LWWTR Karen Rawlings (Ext 2124)
General Office & Enquiries	AA Paula Harris (Ext 2274)

## No prior knowledge

CONTRARY to the beliefs of some, drafting sections do not have any knowledge of promotion and redundancy lists before they are published. Therefore we can only take drafting action involving a rating who

has been promoted or made redundant when the list is out and we are not able to answer questions, direct or otherwise, as to who might be or might not be on the lists before they are published.

## Relief before you go

MOST are now aware that having submitted 18 months' notice, ratings may leave the service early providing the circumstances are favourable. There have already been many such requests. Some have been because of a job offer outside and most, if not all of these requests have been granted. However the circumstances are that Drafty must be able to provide a relief within drafting notice or that your Unit, if you are applying, must be content to be gapped if a relief is not available. This means that gapping the billet is almost inevitable if individuals want to leave at less than 3 months' notice (5 months' notice for a front line billet).

SORRY - LATE RELIEF!







# FANFARE FOR THE HERALD



HMS HERALD has returned from her second deployment to the South Atlantic, which saw her out of the country for 10 months out of 12. During that time she was involved in diplomatic visits and charity work as well as survey operations.

Surveying was carried out in the South Atlantic between May and July 1992 and November 1992 and March 1993. In this area of which little is known data was collected and passed to the Hydrographic Office at Taunton to be processed and disseminated to shipping throughout the world.

New discoveries were made — the most exciting of which was a new seamount rising from the seabed (4,000m) to 150m in less than 30 minutes! This caused quite a stir for the bridge staff, who then went on for weeks without seeing even another vessel.

An old campaigner, HMS Herald was launched back in 1874. The first of the class, HMS Hecla, was commissioned a decade earlier. These two ocean survey ships are designed for hydrographic and oceanographic surveying tasks in any depth of water worldwide.

The task of the Royal Naval Surveying Service is to provide the Hydrographic Office with the latest available navigational information for subsequent dissemination to mariners. The Office is responsible for the production of charts, tide tables, lists of lights and pilots and other publications.

The Ocean Survey Ships are chockablock with gadgetry for their survey role. They are

fitted with a data logging computer, satellite navigation system, wet and dry laboratories, oceanographic winches for deep seawater analysis, a survey chartroom, two nine-metre survey motor boats and they can carry a Lynx helicopter.

The sophisticated, real-time, automated data logging system records and plots depth, gravity and magnetic parameters against time. When out of range of shore-based position-fixing equipments, the satellite and inertial navigational systems come into play. Meanwhile, the range of digital echosounders and the towed high-definition sidescan sonar will detect dangers out to 300m from the ship, giving full seabed coverage.

Most of the information gleaned on variations in gravity and the earth's magnetic field, the temperature and salinity of seawater and from meteorological observations is made available to the world's scientific bodies.

In times of tension or war the Ocean Survey Ships can be rapidly converted into Command ships for mine countermeasures operations. Their large stores and fuel-carrying capacity allied to their precise positioning ability enables them to provide front-line support facilities for a squadron of minchunters.



Above: Sugar Loaf Mountain rises in the background as HMS Herald steams away from Rio de Janeiro, where she spent Christmas.

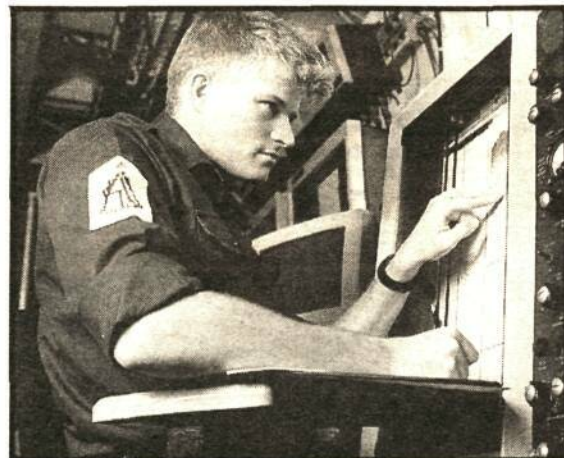
## FACTS AND FIGURES

Pennant no: A138. Builders: Robb Caledon, Leith. Launched: October 1973. Displacement: 2,000 tons standard; 2,945 full load. Length: 79 metres. Beam: 15.4m. Draught: 4.9m. Main machinery: diesel electric; 3 Paxman Ventura 12 CZ diesels, 3,600hp (2.68 MW) sustained; 3 generators; 1 motor, 2,000hp (1.49MW); 1 shaft, bow thruster. Speed: 14 knots. Range: 12,000 miles at 11 knots. Ship's company: 128. Guns: 2 Oerlikon 20mm can be fitted. Radar: navigation — Kelvin Hughes Type 1006; I band. Helicopter: 1 Westland Lynx HAS3.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



Above left: LS Henry Cooper checks water sampling equipment on board HMS Herald.



Above right: AB(SR) Scott Holden casts his eye over the echo sounder and records depths. Depths are recorded manually every minute the ship is at sea.

Right: LAMET Spud Murphy checks the wet and dry for temperature changes.

Pictures: LA(Phot) David McCormick



## On Zambesi patrol

FIRST of the four previous Royal Navy ships to bear the name Herald was a sixth rate sloop of 429 tons launched at Littlehampton in December 1806. The following year her boats captured the French privateer Cesar under heavy fire at Otranto in the Adriatic. She was broken up in September 1817.

Another sixth rate sloop followed. Launched as HMS Termagant in 1820, she was renamed the Herald four years later on her conversion to a yacht. She paid off in 1831 and then recommissioned in 1838 for service in the East Indies.

She took part in operations on the Canton River and Hong Kong in 1841, for which her CO was awarded the C.B.

In 1845 she was allocated to the Surveying Service. Capt. Henry Kellert undertook Pacific Coast surveys 1845-51 and Capt. Henry M. Denham undertook Fiji and Pacific surveys

1852-61.

The third HMS Herald was a stern-wheeler of 80 tons built by Yarrow of Poplar. She was launched in 1890. Shipped to the Zambesi River in sections in SS Buccaneer, she was re-erected by artificers of the Cape Squadron. She performed patrol and ceremonial duties on the river, before being withdrawn in 1903.

Formerly the minesweeper, the Merry Hampton, the fourth HMS Herald was converted for surveying at Devonport in 1922-23 and re-christened. She served on the Australian Sta-

tion and the China Station.

In 1942 she was scuttled at Seletar, Singapore, but was raised by the Japanese and commissioned for survey duties as the Heiryu Maru. She was renamed Heiyo in 1944 and mined and sunk in the Java Sea in the same year.

● A herald in a red tabard emblazoned with the gold Admiralty anchor, decorates the ship's badge of HMS Herald. The ship's motto, *Famam profero*, means "I proclaim fame." The Herald has two Battle Honours — China 1841 and Falkland Islands 1882.

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JACK

BY TUEE

My Dearest Annabel,  
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had any letters for  
two weeks is ~~~~~

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FOR EXERCISE!  
FIRE-FIRE-FIRE!  
-FIRE IN THE  
MAIL OFFICE....

THANK YOU  
GOD.



NN

## Letters

NN

## Options for change

YET again the 'summer rig' saga is upon us. The authority is given for Officers/Senior Rates to wear short sleeve shirts, but it is left to the discretion of individual establishments when to implement the option.

This introduces different dress regulations within separate establishments. Here at DRA a decision will be made about the option around July/August — so I was informed. Yet when I visit SMOPS short sleeves are allowed and have been for some weeks.

This could mean that if Officers/Senior Rates visit DRA in short sleeves, they will be incorrectly dressed and therefore in breach of local 'dress regulations' — an odd situation for the Senior Service to be in.

Surely for 'uniformities' sake, the directive should allow all establishments to be 'optional short sleeves' from the same date or amend Dress Regulations to introduce the change officially, avoiding this now annual difficulty. — WO(OPS)(M) R. Saunders, CNOCS, DRA Portsdown.

## Spoiled for choice

I FELT I must write in response to the letters in the March and April issues regarding vegetarians serving in the RN at sea and shore. I have been onboard HMS Ark Royal for six weeks and I, too, have found a problem at mealtimes — deciding which choice to have!

The vegetarian dishes here are varied, imaginative and very tasty — in fact I haven't eaten this well for many years.

So — a bouquet to our catering and galley staff, and perhaps POWREN Williams and the LWTR could liaise with their own galley staff with a few ideas. — CWWTR S. E. Vanes, HMS Ark Royal.

# The cost of learning by experience

NATIONAL Vocational Qualifications (NVQs) have been with us now for some time. After the initial mass confusion created by their introduction into the RN it is quite easy to see the appeal to members of the service. There are however, as I see it, several drawbacks to the current system as it stands.

Accreditation of prior learning (APL) allows individuals to draw on previous experience amassed during their working life in areas where they hold no formal qualifications, i.e. managerial skills, engineering skills and turn it into a worthwhile certifiable qualification.

This, however, proves to be very difficult to accomplish, as most evidence of prior learning or experience has to be supported with documentary evidence and an authorising signature of previous superiors.

In my case all the ships I have served on have now been scrapped, and the ships' companies scattered to the four winds.

The second point I would like to raise is the current process within the RN of gaining an NVQ. As it stands at present you have to enrol with an external body, be it a college or training provider. You will then be assigned an assessor who must hold the relevant Training and Development Lead Body (TDLB) awards (D32 and D33) and be competent in their vocational area.

This assessor will then guide you through the process of gathering all the relevant evi-

dence and may well need to observe you at work. The process continues until both you and the assessor are satisfied with your evidence portfolio which is then submitted for verification with the awarding body representative.

This can cost anywhere between £500-£900, of which approximately £50 is for registration with the awarding body the rest going to the assessor or his/her employer.

The National Council for Vocational Qualifications (NCVQ) formed in 1988 by Government decree said in its mission statement that "NVQs should be open and available to all." With the prohibitive price mentioned earlier this, I believe, makes NCVQ's mission statement non-applicable within the current arrangements available in the RN. NVQs need the FULL backing of employers if they are to succeed.

If the RN were to train its own workplace assessors, the price could be reduced to the

registration fee mentioned earlier, thus making it available to the majority of people. I know the obvious answer is that you could use your Education and Resettlement grant to fund this, but for those of us that are in the process of resettlement, it's amazing how fast that particular well runs dry.

All the information contained in this letter has been gleaned from a number of sources — the major one being my wife who is herself an approved NVQ assessor. — CPO-MEA(L) Bell, HMS Sultan.

## Big heads

WITH regard to the 2nd Submarine Squadron staking a claim to the longest cap tally (May edition) I am afraid they have been beaten by at least one that comes to memory — HMS Knaresborough Castle has them by two letters and most likely there are others. — Ex-CPOCK(O) D. McIsaac, Glenbarr by Tarbert, Argyll.

# Atlantic squalls

I MUST take issue with some of the statements in your feature in the May edition on the Raw Statistics of the Battle of the Atlantic in which you imply that during that period we were using some sort of primitive Asdic equipment.

You are well wide of the mark on all counts when you state:

- Our Asdic sets only had a range of 1,500 yards. Wrong — it was considerably more than that.
- Neither range nor bearing could be read accurately. Wrong — they most certainly could.
- The depth of a submerged U-boat could not be ascertained. Wrong — the depth setting was put on to the Squid by the A/S set and you forgot to mention the Squid which superseded the Hedgehog.

All the above can be verified by any ex-WWII A/S ratings, so please do not give the modern Sonar ratings the impression that we were using some underwater equivalent of bows and arrows — because we were not. The U-boat losses bear ample witness to the efficiency of our A/S equipment and to the skill and dedication of the men who operated it. — Frank E. Hall, Ex-H.S.D., Sale, Cheshire.

No offence intended — our information on these points was taken from Correlli Barnett's highly acclaimed history of the RN in World War II "Engage the Enemy More Closely", in which he quotes directly from the Naval Staff History, *Defeat of the Enemy Attack on Shipping 1939-1945: A Study of Policy and Operations*. This is available from the Public Record Office, ref ADM 234/578. — Ed.

IT is with regret and sadness that I find there is no mention at all of the Royal Navy Patrol Service in the official souvenir marking the 50th anniversary of the Battle of the Atlantic. Without the Patrol Service the convoys could not have started or finished, because it did the minesweeping and kept the waterways clear and safe.

I myself was one of the crew of a trawler of 608 tons and when we went to war in August 1940 only 20 of the 32 of us had been to sea before. We were on convoy duty running out of Belfast and Londonderry to Iceland and Greenland with a couple of destroyers and corvettes — only five days out the destroyer left us to refuel at Reykjavik. We carried on, picked up another in-coming convoy and the destroyers met up with us on the way home. — C. A. Wines, Brading, IOW.

YOUR "50 Years On" column of April states that HMS Hesperus was the first ship to

sink a submarine using the Hedgehog mortar.

HMS Westcott was the first ship to be fitted with this device in September 1941 and during trials in the Atlantic off Greenock the first casualty was a three-badger AB who on loading one had it fire prematurely — most of his hand went up with it.

After trials we were sent to the Western Mediterranean on Malta convoys, where apart from ramming U581 and taking prisoners, we sank two more submarines — the Vichy boats off Acteon and Arzen on 8 Nov 1942 and Argonaute off Oran on 8 Dec 1942.

We used Hedgehog during both these operations and during one Malta convoy we also employed it to advantage against a Junkers 87 that was dive-bombing us too close — he veered away sharply and so did his bombs. — R. K. Blacker, Wingham, Kent.

I took part in the March-Past of Convoy Veterans at Liverpool and I would like to thank the CPO's and PO's who acted as Nannys to us. They had to take some stick, but when they shouted "Fall in" we changed from elderly civilians to twenty-year-old 'Jack-me-hearties' again and found to cover off and fill a blank file was automatic.

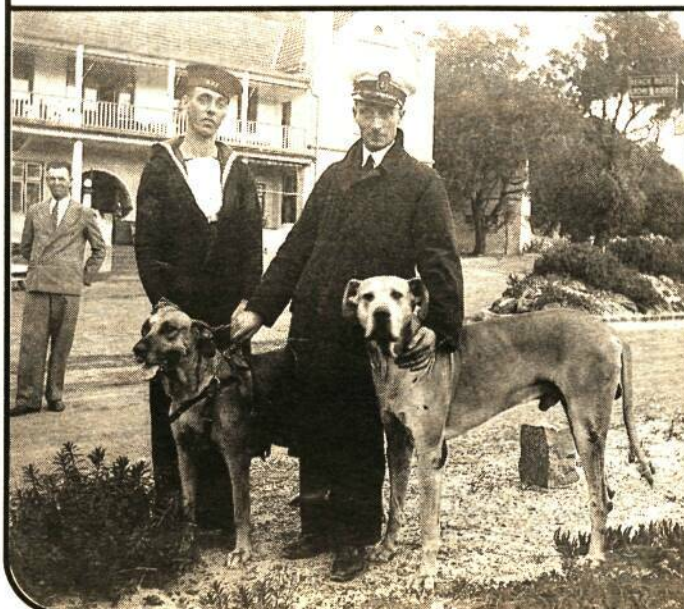
I have been in many a Parade, but this was different, even to the extent of PO's running over and congratulating us. Thank you Andrew. Ex-L/S Jim Garsides Airdrie.

MAY I convey my thanks through Navy News to the three Naval personnel who came to my aid when I collapsed with a heart attack while taking part in the Atlantic Veterans' march-past in Liverpool (May 29). I was told that they were first to reach me and looked after me until the paramedics ambulance got through. The names given to me were Surg. Lieut.-Cdr. Oates and MA Mike Brownell RNVR. The other unnamed man was a PO from HMS Liverpool. These three were certainly in the right place at the right time for me.

I spent seven days in the Royal University Hospital here and I am now taking it easy at home.

My thanks also to the RN Battle of the Atlantic Product Team for their concern and the flowers they sent in to the hospital. — T. Campbell, Bootle, Merseyside.

## Dog to have its day



YOU kindly published a letter from me in the February issue seeking support for recognition of the South African Great Dane, "Just Nuisance, AB."

I have received countless letters from shipmates in the UK and from South Africa supporting my campaign for a permanent memorial — and one from Cdre. Martin Appleton, commanding officer of HMS Centurion, who has given permission for a plaque to be placed in the establishment.

I would like to place on record the active support given to the cause by the Rev. D. A. Farquharson-Roberts and Lieut.-Cdr. F. Prescott. — T. Bryant, London SE17.

● Yet another dog story... thanks to Mick Myers of Spalding, Lincs. who sent in this postcard of Just Nuisance's wedding day at Hout Bay, Cape Province on 1 June 1941. The bride, Adinda, wore a flowered headdress. Mick remembers the dog from his days when he was in charge of the Shore Patrol in Cape Town — when Just Nuisance would round up the sailors to catch the last train back to Simonstown Naval Base.

"Sometimes he would get on the train with them — or go back to the Fleet Club where he had his own bed. Woe betide any drunken sailor who took no notice of the name AB Nuisance attached to the headboard."

Ex-AB F. Roper of Redhouse, Sunderland recalls that the happy couple later produced two pups that were auctioned on the town hall steps for £100 each. The photograph of Mr. and Mrs. Nuisance on their wedding day with two unidentified Navy types comes from W. G. Easton of East Looe, Cornwall.

NN

Navy News

No. 468 40th year

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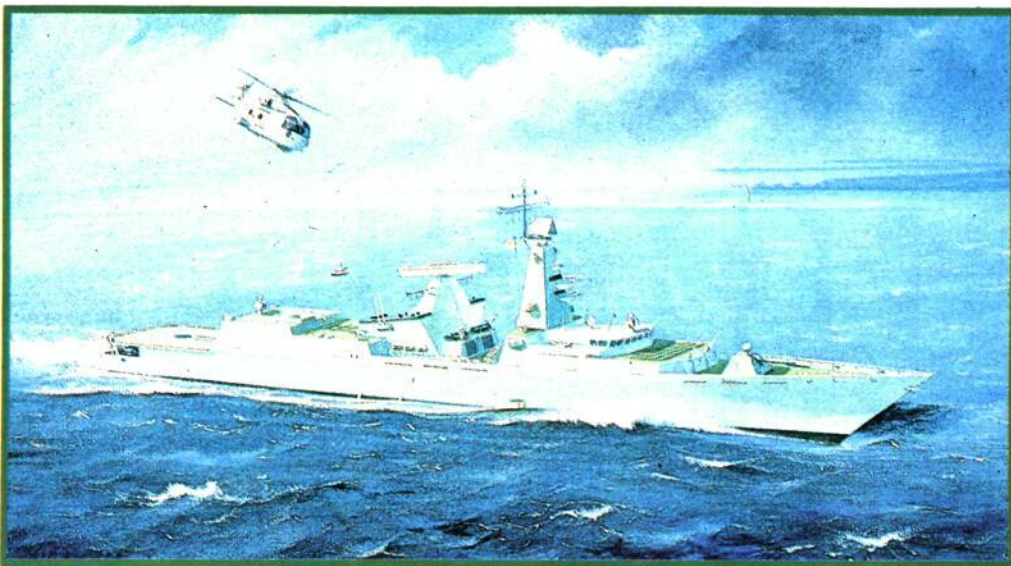
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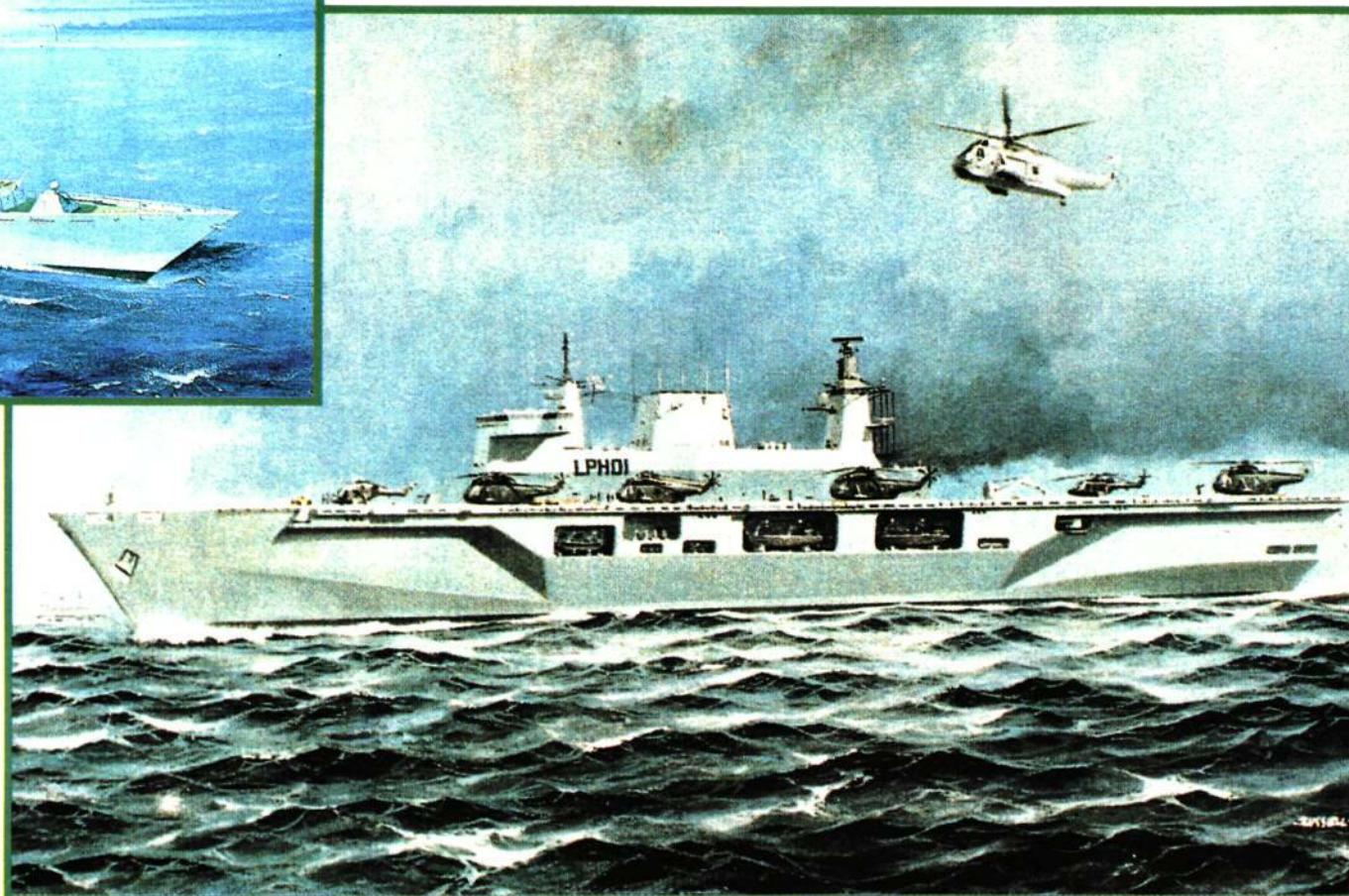
# DOUBLE VISION

OCEAN-BOUND is the Navy's new £170 million helicopter carrier, pictured right, which will provide future Royal Marine Commandos with a platform for launching full-scale amphibious assaults.

Appropriately-named HMS Ocean (after the 1950s aircraft carrier based at Devonport), the 20,000 tonne ship will carry 12 Sea King/Merlin E101 helicopters capable of transporting 700 Royal Marines along with their vehicles and equipment. Four landing craft will also be carried as back-up. As an option she will also be able to act as a base for four Sea Harrier strike jets.

Towards to end of the year HMS Ocean's hull is to be laid down at the Kvaerner yard on the Clyde. She will then be towed to Barrow where VSEL will install computerised command and control equipment, weapons, cabin and mess deck fittings.

HMS Ocean, the Navy's new helicopter carrier which will be built by VSEL working in partnership with the Kvaerner shipyard on the Clyde.



PLANS for another new addition to the Fleet are well under way. The Anglo/French frigate, due to come into service in 2002, has been designed to replace the current Type 42 destroyer. The development and build of the first class of ships will be contracted out to an International Joint Venture Company in 1995 following a competition.

# UP THE LADDER TO SUCCESS



PICTURED at the Melton Mowbray Show, during their first public performance of the season, are HMS Sultan's Window Ladder Display Team.

The 75 volunteers have a busy programme of events lined up around the country and will be one of the star attractions at this year's Royal Tournament at Earl's Court.

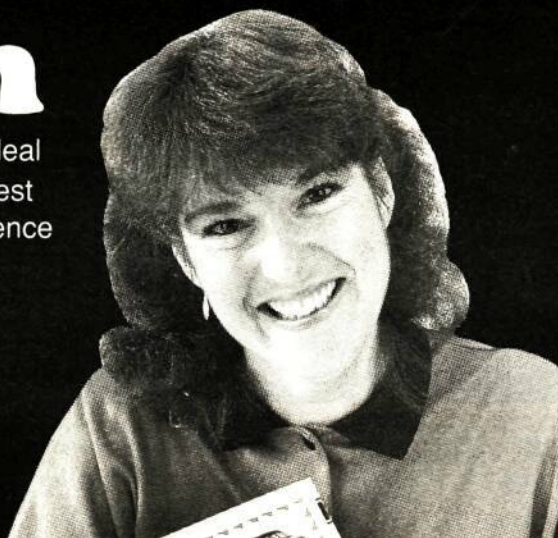
● WEM Matt Wesson, a member of the team, had a lucky escape when he plunged 35ft. during a display at HMS Sultan's Summer Show.

"I was hot and I was nervous which made my hands sweeter than usual," he said. "When I lost my grip my feet struck the bottom of the frame and spun me around so I landed on my arm. I was falling head first and could have broken my neck."

WEM Wesson was taken to RNH Haslar where he received treatment for a broken elbow and wrist.

Picture: Lieut.-Cdr. Nigel Huxtable

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**NATOCARS OF BRIDGWATER**

# Caught in the frame

THE mother of the late Lieut. Ashley Morris, who was killed when a Wessex helicopter ditched into the sea off Portland in 1980, has presented a painting of the aircraft carrier HMS Hermes to the wardroom of RN air station Culdrose, the base where Ashley learned to fly helicopters.

Mrs Hazel Morris, whose daughter Nicky is a PO Air Mechanic in 810 Sqn, painted the picture as a tribute to the memory of her son.

● An exhibition of marine paintings is to be

staged as part of this year's Navy Days at Devonport over the August Bank Holiday weekend.

The exhibition will be hung in the Hydrographic School and will be open free to members of the public visiting Navy Days — some 500 pictures will be on display, most of which will be for sale.

All pictures hung will be entered for the painting exhibition and there will be two prizes, one for the best painting of a submarine and one for the best marine painting.



# It's the new improved Manchester



● Left: A bugler and drummer from the ship's Army affiliate, the King's Regiment, pictured with WEM(R) Mark Kenyon and CPO(OPS)(M) Kevin Stuart.

● HMS Manchester during her Preliminary Safety Training at Portland.



AFTER a lengthy refit the Type 42 destroyer HMS Manchester has been re-dedicated at Portsmouth.

During the refit, which was carried out in Devonport and regarded as one of the most complex to be undertaken by the Navy, HMS Manchester was the first ship to be provided with ADIMPS — the ADAWS improvements package. In all, over 70 per cent of her sensors and weapons systems were replaced by new and improved equipment.

The ship's company, which includes a number of Wrens, was fully involved in testing and accepting the work which was carried out and, following Preliminary Safety Training at Portland, the destroyer was declared safe to continue with her 18-month trials programme.

The ship was delighted that so many families and guests were able to witness this landmark in the life of the third HMS Manchester and, in particular, welcomed her sponsor Lady Catherine Cornford, wife of Sir Clifford Cornford, the former Chief of Defence Procurement. Also attending the ceremony were FOSF Rear Admiral Mike Boyce, Flag Officer Portsmouth Rear Admiral David Bawtree and representatives of the ship's many affiliations.

## Pulling a few brush strokes

NO, it's not the Wrens' new uniform (do we hear groans of disappointment from Jack?), it's Page 3 girls Dee Ivans, right, and Gaynor Goodman dressed in appropriate rig for a spot of painting.

Dee and Gaynor were lending a hand on board HMS Belfast which is being restored to her wartime appearance by painting her in the North Atlantic camouflage livery which she wore during the Second World War.



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# Children's trust in Lourdes



NOT many runs ashore are compulsory "rig runs" these days but those involved in the annual Handicapped Children's Pilgrimage Trust trip to Lourdes proudly donned their brightly-coloured bobble hats and blue sweatshirts to keep the Navy in the public eye.

This year 23 children were taken on the pilgrimage under the guidance of WO Peter Riley, from Plymouth, and CPO Simon Higginbottom, from Portsmouth. Other naval helpers assisted with the Scottish and Midlands groups.

For the children the trip was one big party with all of them participating in a variety of activities, cheerfully supervised by their volunteer helpers. The helpers proved as adaptable as ever taking charge of loading and unloading the baggage (not many civilians understand how to store ship efficiently!), heaving wheelchairs around the steep paths and tracks of Lourdes or feeding the less able children at mealtimes.

The week's visit was certainly one to remember and it was a tired, but happy, team who returned from France.



## Helping Hands



## GIVE AS YOU EARN

SINCE 1989 anyone employed by MOD can give to charity through the Payroll Giving Scheme, the most tax-efficient method of making donations to any charity of your choice.

Under the MOD scheme anyone may complete a Charity Choice form and ask that the donation, from £1 a month upwards, be deducted from their monthly salary and be passed to their chosen charity.

The donation is deducted from salary before the calculation of tax. If you decide to give 75p to a charity collector, 25p tax, which will have been deducted from your gross salary, will have been given to the Inland Revenue. Under Payroll Giving the whole £1 will go to the charity.

Anyone interested in supporting a charity through the scheme can obtain forms from their local pay office or by contacting South West Charitable Giving, Churchtown, Peter Tavy, Tavistock, Devon PL19 9NN.

## Anglers reel in the cash

LITTLE Liane Azzopardi takes it lying down as the commanding officer of HMS Rooke, Cdr. Mike Hawke, presents a cheque for £210 to Dr. Sam Benady, consultant paediatrician at St. Bernard's Hospital.

The money was raised by the Inter Services Sea Angling

Club, represented here by CPOs Ken Canning and Ian Chisholm.

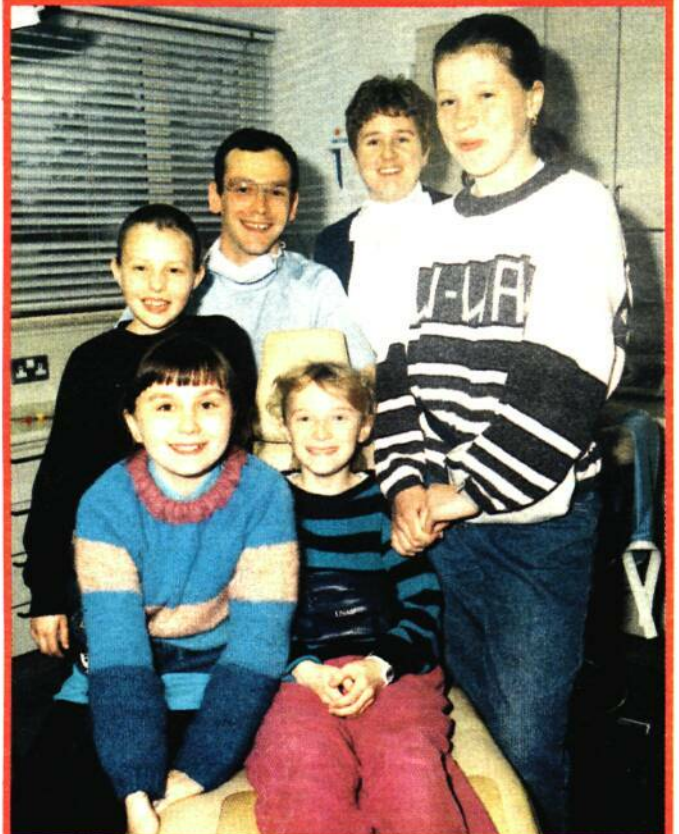
Members of the Joint Service Sub-Aqua Club got themselves into deep water when they set out to raise money for the Governor of Gibraltar's Charity Appeal.

A team of eight divers navi-

gated their way around the Rock — underwater — and were towed at a speed of 1 knot from the Western Beach, along the entire coastline to the finish at Catalan Bay.

The journey took the team — changing men every 30 minutes — a total of nine hours, and a waterproof cheque for £800 was later presented by Cpl. Marc Botterill (RAF), CPO Alan Powell and LCpl. Paul Verity (Army).

## Chernobyl check up



ALL smiles — despite being in the dentist's chair — are a group of children from Chernobyl, pictured in HMS Warrior with Surgeon Lieut.-Cdr. Adrian Jordan and WRENSA Sue Payne.

Maria Doroquatseva, Julia Krashitschenko, Ekaterina Kurlenko and Alla Lapitskaya were visiting the UK thanks to the charity Chernobyl Children's Lifeline and were being hosted by Capt. Itkin, of the US Navy, who works for COMSUBEASTLANT in HMS Warrior.

After a few weeks of good food, fresh air and fun and games the children will return to Minsk.

Picture: PO(Phot) Spider Webb

## The Battle of The Atlantic



H.M.S. Hood



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## HECLA'S PIRATE VIDEO



WHEN "pirates" took over the ocean survey ship HMS Hecla during a visit to Vitoria, the first thing they did was to invite school-children and their teachers on board to sample their "booty".

Over 30 youngsters and their teachers from the Escola Adventista de Vila Velha, a school for deprived children, were entertained on board and were able to watch a video of themselves with the ship's company of HMS Herald who had made a visit to the school earlier in the year to help restore and renovate a classroom and play area.





# GREEN PARTIES IN SPRING CLEAN

UNDER the watchful eye of Lieut. Larry Young, the First Lieutenant of HMS Cochrane, Sea Scouts, Cubs, Girl Guides, Brownies, the RN Youth Club and children from Naval Married Quarters at Rosyth prepared to have bags of fun cleaning up Orchardhead Wood.

As part of National Spring Clean Week the children, pictured below, helped clear the wood, known locally as Bluebell Wood, and filled over 260 bin bags with rubbish. Their hard work was rewarded with soft drinks and chocolate bars donated by the Wardroom, Senior Rates' Mess and Junior Rates' Club in HMS Cochrane.

Club in HMS Cochrane.

A class of artificers from HMS Daedalus combined their community project with National Spring Clean Week and, with Gosport Borough Council, members of class AQ90/1WL worked side-by-side on their hands and knees to clear Lee-on-Solent beach of litter.

The "tiffies" also donned boots and gloves to clear debris from Workhouse Lake, Gosport and are pictured, left, with some of the many shopping trolleys pulled from the lake.



## Kick off for fund

THE Sean Callaghan Memorial Soccer Match held in HMS Drake between Torpoint AFC Select and RN Physical Training Branch Select raised £300 for a trust fund to enhance sport within Torpoint for local Under-10s.

Sean, son of POPT Neil Callaghan, was killed earlier this year in a road accident. His younger brother Christopher had the honour of kicking off the match, watched by Mum Kate, seated in the newly-opened Ward Stand. Unfortunately Neil was unable to attend as he is serving in the Gulf in HMS Coventry.

A team of eight cyclists from the Mountain Bike Club in HMS Collingwood took part in a sponsored bike ride along the South Downs Way, from Winchester to Eastbourne, and raised nearly £1,000 for the Fareham Rainbow Centre.



### Helping Hands



# There's more than just peanuts from Red Plum

DESPITE a busy work programme the ship's company of HMS Endurance have still found time to raise over £400 for their adopted charity, the Peanut Ward, at East Grinstead Hospital.

One of the more novel ways of raising the money was a raffle to shave off LA(METOC) Chris Patrick's large bushy beard. The prize went to the detachment Sergeant Major, Col. Sgt. Russ Craig, who proceeded to remove Chris's beard with his bayonet — this alone raised £96! A further £145 was raised for the Macmillan Nurses Fund when the ship's company took part in a 1 x 100 mile relay race.

On a visit to Aberdeen HMS Scylla's Supply and Secretariat mess presented Mr Harry Mulford, Principal Teacher of Linn Moor School, Peterculter, with a cheque for £1,500.

Nursing and Medical Support Staff in RNH Gibraltar pushed a bed through the Gi-

baltar Streets and raised over £700 for Red Nose Day. Lieut.-Cdr. Grant Anderson, an engineering officer serving on the Rock, volunteered to have his beard shaved off and raised a further £130.

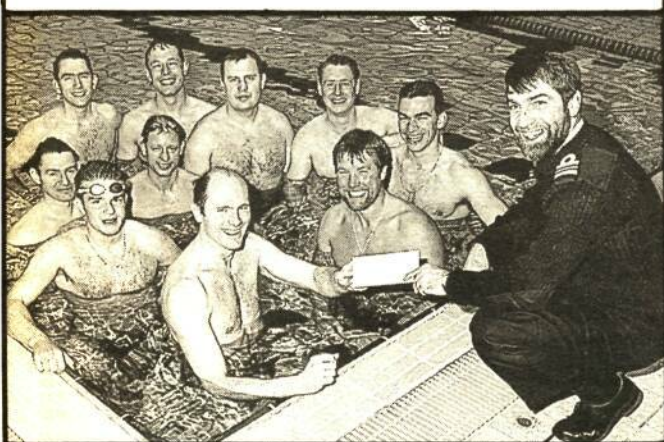
Lieut.-Cdr. Mike Mason, commanding officer of 814 Squadron, RN air station Cul-

drose, entered into the spirit of Comic Relief Day and allowed LWTR Jonathan Caple to shave off his treasured beard. By coming face to face with the shears Mike raised nearly £200 for the children's ward at Tre-liske Hospital in Truro.

SOFT UK, a charity which helps sick and terminally ill children, benefited by £1,000 raised by HMS Amazon during her SOUTHLANT deployment.

Capt. Daniel Conley, chairman of the Standing Committee on Submarine and Rescue, presented a cheque for £750 to the general manager of the Dorothy House Foundation, Mr T Mears. The cheque was donated by RUMIC Ltd, a company based in Barrow-in-Furness which specialises in the application of remotely operated vehicles and robotics including the submersibles LR5 and Scorpia 45 used for submarine rescue.

## Devonport splashes out



SAILORS from a trio of establishments in the south west — HMS Drake, Defiance and RNEC Manadon — took part in the annual BT National Swimathon at the modernised and refurbished pool in Devonport naval base and raised £1,017 for The British Red Cross, NSPCC and The Spastics Society.

Special mention must go to CCMEA Martin Ayres and CPO-MEA Ian Mair who each completed 5km, pacing each other up and down their 200 length marathon, with Martin finally taking the honours at the post in a creditable time of 1 hr. 33 mins.

Lieut. Steve Hardy and the rest of the team are pictured presenting the cheque to the First Lieutenant of HMS Drake, Lieut.-Cdr. Brian McClenaghan.

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# ***Wear it with pride — the new UN Protection Medal***

APPROVAL has been given for the acceptance and wearing of the United Nations Medal for service with the UN Protection Force in former Yugoslavia. The Medal is awarded on completion of 90 days' qualifying service with UNPROFOR.

The colour combination of the medal ribbon consists of a background of United Nations blue, with a central wide band of red, representing the UN Protected Areas, blanked by thin stripes of white. In the left side there is a narrow band of green, representing forests, and on the right side a narrow band of brown, representing the mountains.

DCI GEN 132/93

● Approval has also been given to members of the Armed Forces serving in Brunei who received the Brunei Silver Jubilee Medal to wear it with unrestricted permission.

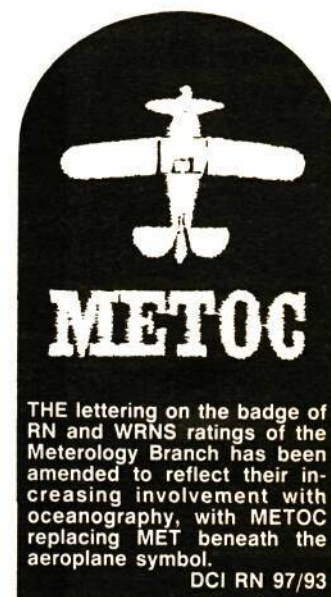
DCI GEN 131/93

## **Temporary block**

AS there will be no significant shortages amongst junior officers, no applications from Warrant Officers for promotion to Temporary Special Duties List will be invited.

The situation will be reviewed next year, but it is anticipated that any requirement then will be limited to a small number of specialist officers to fill posts at Faslane.

DCI RN 104/93



THE lettering on the badge of RN and WRNS ratings of the Meteorology Branch has been amended to reflect their increasing involvement with oceanography, with METOC replacing MET beneath the aeroplane symbol.

DCI RN 97/93

## **Get Wise on DCIs**

### **Every one a winner**

THE Gedge Medal and Associated Prize, awarded to the outstanding officer on Junior Supply Officers' Course has gone to Lieut. J. S. Turner, HMS Glasgow.

The Admiral Lyddon Memorial Prize, awarded to the officer on Junior Supply Officers' Course showing outstanding potential was won by Sub-Lieut. P. R. Sparke, HMS Endurance.

The Worshipful Company of Chartered Secretaries and Administrators Medal for the officer achieving the best performance in the secretarial simulator and best secretarial and law exam results on the Junior Supply Officers' Course has gone to Lieut. D. J. Watts, HMS Iron Duke.

The Digital Sword for the best all round performance by a Supply and Secretarial officer on SD courses at BRNC and RNC Greenwich was won by Lieut. A. D. Stillwell-Cox, HMS Seahawk.

DCI RN 106/93

### **Going, going, gone**

HMS Ambuscade is now non-operational.

Any correspondence or signal traffic concerning the ship is to be sent to: The Officer in Charge, Disposal and Reserve Ships Organisation, PP21, HM Naval Base, Portsmouth PO1 3LR.

DCI RN 89/93

THE Submarine Disposal Group (Devonport) has now disbanded. All correspondence should be addressed to: The Senior Officer Submarines (Refitting), Submarine Refit Complex, PC 966, HM Naval Base, Devonport, Plymouth PL2 2BG.

DCI RN 93/93

### **Signs of success**

OFFICERS who successfully completed the Submarine Command Course will be awarded the adqual "pce(sm)." The designation will be applied retrospectively. Submarine officers who additionally qualify for surface ship command will continue to receive the "pce" adqual.

DCI RN 95/93

### **Over the top**

BOSUN sailing dinghies have a tendency to invert after capsize, and can then be extremely difficult to right, even with the assistance of a safety boat.

When being used for training and by novice sailors, Bosuns must carry additional buoyancy in the form of a small fender at the top of the mast.

The inversion problem is being looked at by the design authority for new-build Bosuns.

DCI RN Announcement  
30 Apr 93

## **Sheraton nets the trophy**

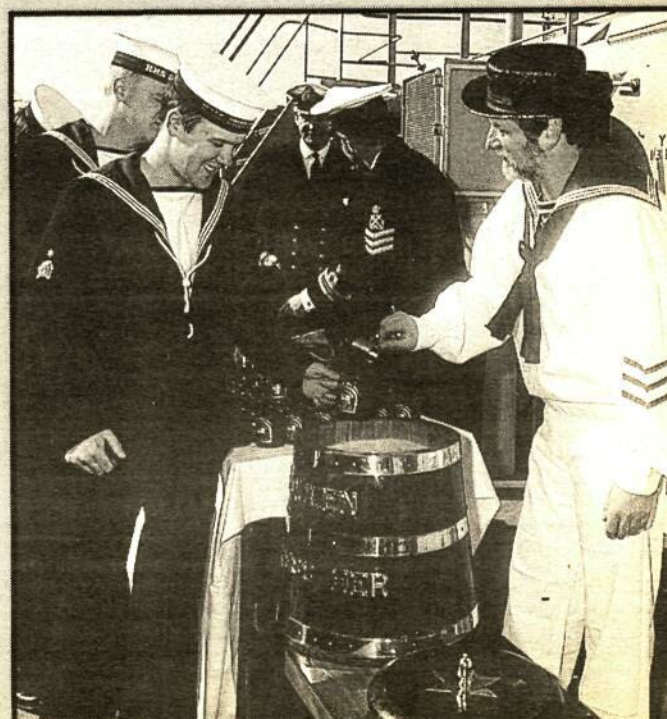
WINNER of the Soberton Trophy for 1992 was the Rosyth-based fishery protection vessel HMS Sheraton.

The trophy, a wooden barrel into which four litres of Pusser's Rum fits very nicely, is awarded annually for the best ship overall engaged in fishery protection duties.

Mr Andrew MacLeod, Chief Inspector Scottish Fisheries Protection Agency, made the presentation to Lieut.-Cdr. Kevin Bridgen, Sheraton's Commanding Officer, at a ceremony attended by Capt. Lawrie Hopkins, Captain Fishery Protection and Mr Jo Riley of RNA Arbroath.

Celebrating the award, Mr John Tranter, of Pusser's Rum, served up a congratulatory tot to all of the ship's company.

Photo — AB(Diver) Red Skelton receives his tot from the appropriately rigged John Tranter.





# Hurworth back from a busy year with NATO

MINE countermeasures vessel HMS Hurworth returned to Portsmouth in Procedure Alpha to be greeted by Commodore Minor War Vessels, Commodore Charles Freeman, a Royal Marines Band, and welcoming families and friends, after a year leading NATO's Standing Naval Force Channel.

During this time, with Hurworth's Commanding Officer, Cdr. Timothy Hildesley as the Force Commander, the ship has spent over 150 days at sea and visited 25 European ports.

These included Delfzijl, Den Helder, Dordrecht and Scheveningen in the Netherlands, Wilhelmshaven, Neustadt and Kiel in Germany, Gdynia in Poland, Klaipeda in Lithuania, Riga in Latvia, Helsinki in Finland, and, somewhat warmer, Porto and Lisbon in Portugal, where Hurworth was relieved by HMS Bicester and command of the Force transferred to the Netherlands.

Hurworth now rejoins the Second Mine Countermeasures Squadron, based at Portsmouth.

Photo: HMS Hurworth leads the Standing Naval Force Channel

## GLOBAL COVERAGE

ALL Regular, Reserve and ex-Service personnel are covered in the Global Travel Insurance plan — a policy designed to cover war risks apart from war between the major powers, cancelled duty orders, families up to two adults and four children and sporting activities.

Curtailed leave is covered as well as compensation for families flying overseas to meet ships that have subsequently been diverted. They are also insured against medical expenses of up to £2m. (See advert below for a full range of Home and Dry policies).

## China Fleet memories

FOLLOWING the closure of the China Fleet Club in Hong Kong, the last committee of serving members published a decommisioning book, recalling the history of the Club.

The Committee intends to send copies of the book to ships of the Fleet and would also like to share it with ex-RN and friends of the Navy, many of whom have close association and fond memories of the Club. Navy News readers are therefore invited to apply for a copy, available free of charge while stocks last.

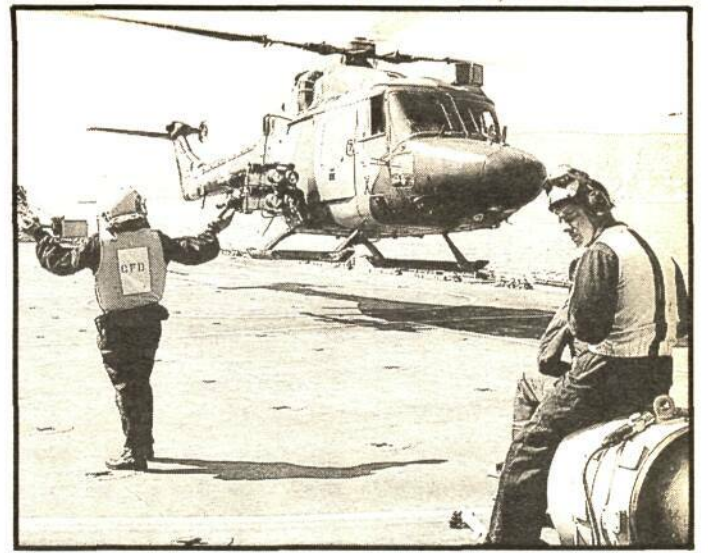
Those interested should forward an envelope (no smaller than 30cm x 22cm), self-addressed and with 90p stamps (seamail) or £2.40p (airmail), to SINBAD Office, HMS Tamar, Hong Kong, BFPO 1.

## Sailors' singing

THE BRITISH Sailors' Society is this year celebrating its 175th anniversary of Christian care to the world's seafarers and to mark the occasion the BBC is to record a special "Songs of Praise" television programme in honour of the Society, at Southampton Docks.

Her Majesty the Queen, the Society's patron, will be present at this event, which will be held on Thursday 5 August, from 2-5.30 p.m. (This includes TV rehearsals time).

Those wishing to attend should apply to the Principal Chaplain, British Sailors' Society, Orchard Place, Southampton SO9 7SS.



## Royal Marines to the rescue

AN EXERCISE off the Dorset coast, involving HMS Fearless and about 1,500 Royal Marines Commandos, aimed at practising the evacuation of civilians from a hostile environment, was described by Lieut.-General Robin Ross, Royal Marines Commandant General, as "timely", but he denied that it was conducted with any specific operational plans in mind.

In 1991 the Marines were involved in Operation Safe Haven in Iraq and there have recently been calls for "safe havens" in Bosnia, but, as the General pointed out, the Kurdish operation was very different from that which would be required in the civil war environment of Bosnia.

Taking part in the Exercise were elements of 3 Commando Brigade Headquarters, with 42 Commando, 29 Commando Regt. Royal Artillery, 59 Cdo Sqn Royal Engineers and 539

Assault Sqn. The "evacuees" were provided by X Company 45 Cdo from Scotland and the enemy was supplied by Transport Sqn, Cdo Logistic Regt., who successfully harassed 42 Cdo and also took some hostages who had to be rescued in a full Commando attack.

Codenamed "Dragon Exchange", the exercise had been arranged as a replacement for the cancelled "Dragon Hammer" which was due to have been held in Italy and Sardinia.

Photo, above:

A Lynx helicopter of 3 Cdo Bde Air Sqn lifts off from the flight deck of HMS Fearless during Exercise Dragon Exchange.



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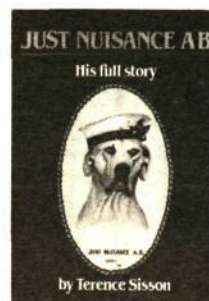
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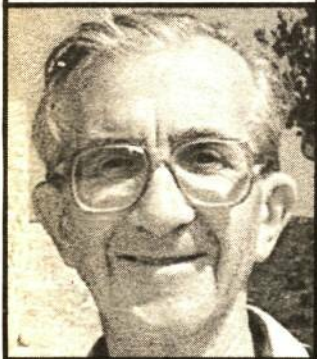
South African donations can be sent — in Rands — to:

Lady in White Monument Fund  
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## OBE for Editor



NAVY News Editor for the past 16 years, John Tucker receives the OBE in the Queen's Birthday Honours List.

Since 1977 the paper has gained more than 50 awards for content, design and photography in the British Association of Industrial Editors' Editing for Industry competition. In the 1980s its circulation topped the 100,000 mark.

John spent the early part of his career in newspapers and public relations in the West Country, joining Navy News in 1969.

"I regard the honour as a tribute to the work of Navy News staff past and present and of the RN's photographers," he said.

"I am particularly proud of the fact that ours has always been a virtually total in-house production."

John is now retiring as Editor as Navy News enters its 40th year. He is succeeded by his Deputy of the past three years, Jim Allaway.



## People in the News



### STEVE POCKETS THE PRIZE



CK STEVE Ireland shared the green baize with six-times world snooker champion Steve Davis at an exhibition night at the Victory Club in HMS Nelson.

Steve I., who works in Nelson's main galley, came the closest to beating Steve D. of the four amateurs lined up against him in single frame matches. All enjoyed a 21-point start. Davis pipped Ireland 75-64.

### Time of change

CDR Phil Shaw has taken the helm of 360 Squadron, RAF Wyton, relieving Wing Cdr. Malcolm Young.

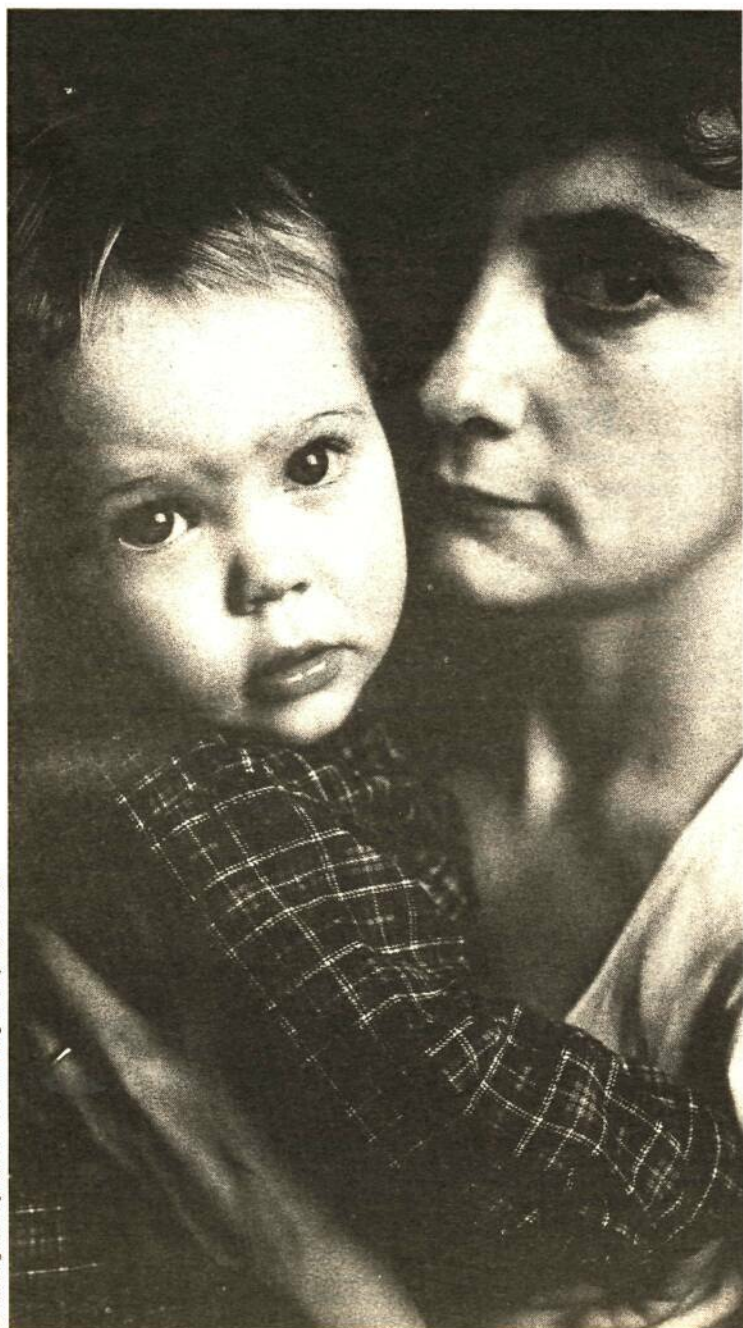
The Squadron, which operates the Canberra T17, is unique in being a joint RN/RAF unit, with a quarter RN manpower; command falls to a naval officer one in four.

Sadly, this successful Service marriage of convenience will draw to a close at the end of next year, when 360's role of providing electronic warfare training to NATO's forces will be privatised.



### Things are looking up!

LOOK! Up in the sky! Is it a bird? Is it a plane? No, it's ... one of London's landmarks. The First Sea Lord, Admiral Sir Benjamin Bathurst (right) points out one of the many features of interest around Whitehall to Admiral Felix Gromov, Commander-in-Chief of the Russian Navy, during his official visit to the United Kingdom.



Can there be anything worse than bad news about someone we love?

Especially if they're a long way away. Imagine Mrs. Jacobs' feelings when news came through that her soldier husband had been

are professional teams of health visitors and social workers supported by volunteers. All of whom are on call at any time.

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### When Sgt. Jacobs was shot in the chest, here's where it hurt most.

very badly wounded in action abroad.

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071 926 9696; in Western Europe call JHQ 3392/2263; in Gibraltar 05 5480; in Cyprus Episkopi 3900/3647; in Hong Kong Tamar 3125.






**NN**

## People in the News

**NN**

### Grades that speak for themselves

AN OUTSTANDING performance on a promotion course at the Royal Navy Supply School has earned LWRENSTD Linda Philip two trophies, later presented to her by the Commander-in-Chief Fleet, Admiral Sir Hugo White.

Linda received the Keith Collick Memorial Trophy as the POSTD Qualifying Course candidate achieving the highest examination result and the Leighton Chapple Trophy for the best assessment for the City

and Guilds London Institute Certificate while on this course. With grades of 96% in both assessments, Linda was deemed to have done exceptionally well. She is due to be promoted to Petty Officer later this year.

### Steady as she goes



UNDERGRADUATE Midshipman Sue Hainsworth takes the helm of HMS Archer during the visit of Admiral Sir John Kerr, Commander-in-Chief Naval Home Command, to Aberdeen University Royal Naval Unit. Also keeping an eye on Sue's performance and the way ahead was the Unit's Commanding Officer, Lieut. John Clink.

### Hail and farewell

DAVID Castleton has retired after 33 years in the public relations department of St Dunstan's, the organisation that works for men and women blinded in the Services. He is succeeded by his deputy Ray Hazan, who lost his sight in a parcel bomb explosion while serving with HM Forces in Northern Ireland.

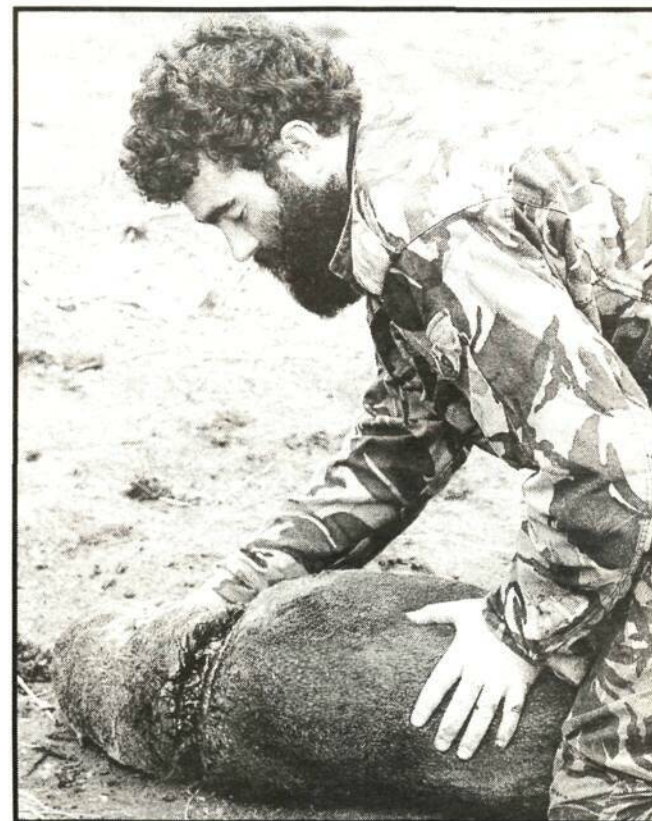
□ □ □

PETER Brook, former retail trade director of Joshua Tetley and Son Ltd, has been given the task of revitalising Naafi's club and wholesale trade on HM Forces bases throughout the country.

According to Mr Brook, a pub needs three things to be successful: "good, friendly staff, quality products and comfortable surroundings." "I want every Naafi club to have these," he added.

□ □ □

MR Colin Cullimore, former managing director of Dewhurst, is the new chairman of Naafi. He took over from Sir Malcolm Field. Mr Cullimore, whose earlier career as an Army officer took him from the Royal Scots Fusiliers to the Parachute Regiment, joined the board of Naafi in 1984.



### SEAL HEALING MADE SIMPLE

GENTLY does it. LA(METOC) Chris Patrick prepares to remove a rope wrapped around the neck of an Antarctic fur seal. Chris, resident ornithologist on board HMS Endurance, came across the animal during a stroll in South Georgia.

While the ice patrol ship was at anchor on the north western tip of the island, the ship's company was granted leave to walk ashore. With the help of AB J P Pope, Chris was able to restrain the entangled seal and

cut away the rope, which was biting into the animal's flesh.

The following day Chris took another team ashore to rescue a second seal. They were LSTD Richie Lovell, STD Mac Macleary and CK Robbie Preston.

### Out goes the Light

PA extraordinaire Miss June Light has retired after 22 years of service on the sixth floor of MOD Main Building, Whitehall, being right hand woman to 11 First Sea Lords and four Chiefs of Defence Staff.



Miss Light joined the MOD as a typist in March 1953 and left in November the same year. But the pull of the Ministry exerted itself and she rejoined as Typist 1 at MOD Bath in May 1956. Promotion duly followed and the rest is history.

Known by the nickname Jin Lught, thanks to a dodgy seating plan, Miss Light will be as well remembered for her sense of humour as her calm and competence.

### LIMEY, CANUCK, AUSSIE, YANK



L-R: Lieut.-Cdr. Little RN, Mr Kupr, Lieut. Sparkes RAN and Lieut. Felker USCG.

A RECENT fisheries patrol took HMAS Launceston from Darwin across the Australian Fishing Zone north of Arnhem Land to the Wessel Islands and the Gove Peninsula.

This was all part of the normal service, as North Australian Area (NAA) patrol boats put in 800 patrol days a year doing civil surveillance. It was unique, however, in the multinational mix of the senior ship's company members.

Commanding the Launceston, as he'd done for the past 18 months, was Lieut.-Cdr. Nick Little RN, on exchange to the Royal Australian

Navy.

His acting executive officer was Lieut. John Felker, on exchange to the RAN from the US Coast Guard. He is more usually found at HMAS Coonawarra as assistant operations officer.

Lieut. Peter Sparkes, the navigator, is a genuine Aussie from New South Wales. While Milan Kupr, the embarked Northern Territory Fisheries Officer, is a Canadian. His 10 years in the job has included work in Canada and Vanuatu as well as Australia.

Carried out without incident, the two-week patrol nevertheless allowed a pooling of ideas and tactics in an operational context.

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"I feel sorry for the Yanks — having to make do with only a dozen carrier groups."

## NEWSVIEW

### X-factor in business matters

"WEEK-END sailors" they may be — and only 10 per cent. are ex-RN — but for nearly 30 years the Royal Naval Auxiliary Service has operated under the full command of the Commander-in-Chief Naval Home Command, "witness to the will to win", as Admiral of the Fleet Lord Lewin once said.

As late as 1988 they committed themselves to serve as fully paid up members of a new Royal Naval Reserve list, known as 'List X' in time of war. Shortly after, with the demise of the Warsaw Pact, their role as the defenders of our ports and in organising merchant convoys was seen to diminish drastically, as was that of the Royal Naval Reserve, which is now to be cut by a quarter.

But the RNXS is to disappear from the scene altogether, with just a handful of its personnel with Naval Control of Shipping skills being absorbed into the RNR, and this is a matter of regret as well as of necessity in the light of the changed international situation.

For the RNXS is a truly voluntary organisation, receiving neither pay nor bounty, drawn from all walks of life, united by a love of the sea and a sense of duty with no thought of material reward — even meeting a sometimes considerable portion of expenses that should be defrayed by the public purse. In these competitive times, where value for money is rightly seen to be in the public interest, that is just what they have provided, for as long as it was required.

#### Sympathetic

The fact that they represent such a wide range of civilian expertise and experience, with company directors, engineering consultants and doctors of medicine mixing in happily with artisans of all kinds and a fair sprinkling of the unemployed — and women have been serving at sea with the RNXS ever since it began in 1962, with the first woman skipper appointed the following year — has been one of the chief strengths of this largely unsung service.

As the MOD's New Management Strategy encourages the adoption of industrial and commercial practices in the ordering of Naval business (see centre pages), the presence of sympathetic outsiders within its ranks deserves more appreciation than has been accorded it in the past.

To this end the proposal to establish a seagoing branch of 500 RNR personnel training in all types of RN ships offers the prospect of a closer integration of reservists into the mainstream of operational activity that may mitigate what many of them will now be viewing as a severe blow to their morale.

It should not be seen a palliative to injured pride, though — rather as recognition long overdue.

## PLAIN SPEAKING FROM JANE'S

# New threats from the East

DESTROYERS and frigates that form the backbone of most of the Royal Navy's directed tasks in the 1990s are on course to sink to a level of nearer 20 than 30 units unless the order rate for new ships picks up soon, warns Captain Richard Sharpe in the foreword to the 96th edition of Jane's Fighting Ships.

He argues that the present lack of major warship orders may one day be seen as a textbook case of the effect of taking "strong-minded single-service advocacy out of the front line of the defence decision making process."

The US Navy should also take note — with reducing influence in the Washington establishment, it is headed for a decline of equal proportion, he predicts, reducing from the 600-ship navy envisaged in the Reagan era — nearly achieved in 1988 — to less than half that number by the end of the decade.

While for the moment the USN remains globally pre-eminent — and with 70 per cent of the world's population living within 100 miles of the sea the advance of a US strike carrier and its supporting cruise missile-fitted submarines and escorts represents a military presence no other country can ignore — the cost of the role of global policeman has become unsustainable, and the implications of the current drawdown are not yet apparent to the rest of the free world.

On the other hand, the Russian Navy has been the victim of exaggerated reports of its decline. In no sense is it a current threat to the West, but tales of drunken officers, starving sailors, irradiated submarines and decaying surface ships represent a one-sided and distorted view.

Twenty-seven submarines have been launched since the Berlin Wall was dismantled and work continues on new generation submarines and improved sea-launched ballistic missiles.

The lower priority surface fleets have greater problems because of the disruption to manufacturing industries and supply lines, but a Russian destroyer allocated to UN sanctions operations in the Gulf

has proved to be both reliable and competent, attracting particular praise for its helicopter operations.

Jane's looks to the build up of navies in eastern Asia with foreboding — "China suddenly looks more threatening" now it is committed to building a "quality" navy and can draw on Russian technical skills while Korea "looms as a loose cannon waiting to explode", with the North left almost isolated by the 1992 normalisation agreement signed

Piracy in the shipping lanes of south-east Asia continues to be a serious problem, with ship owners calling for the UN to sponsor a standing international escort force.

Meanwhile in Europe, UN-approved operations in the Adriatic have led to a major concentration of western warships operating under national, NATO and WEU command and control.

In spite of worldwide uncertain-

vice characteristics.

"The management of change, particularly on the scale we are now seeing in some navies, needs to be handled with great sensitivity and by paying as much attention to the advice of senior officers as would be the case in war."

"Anyone who believes that strong and competent navies are no longer a top priority for industrialised nation states which trade by sea should reflect on Churchill's response to a similar assumption in 1912: 'Are you quite sure? It would be a pity to be wrong'."

Over 1,200 new photographs — many provided by "gifted amateurs" — and line drawings have been included in the 1993-94 Jane's, along with thousands of additional or amended specifications and operational details.

Long recognised as the most reliable and up-to-date catalogue of the world's fleets, it is published by Jane's Information Group at £145. A CD-ROM version is also available.

**"Management of change needs to be handled by paying as much attention to the advice of senior officers as would be the case in war."**

between the South and China and offering the growing threat of nuclear weapons by refusing inspections by the International Atomic Energy Authority.

South Korea, like Japan, Taiwan, Thailand and Malaysia all have vibrant major warship construction programmes and Indonesia has just bought 39 corvettes, minehunters, amphibious and supply ships originally belonging to the former East German Navy.

Thailand and Japan are building helicopter ships and Japan currently has more modern destroyers and frigates in service than the UK and France combined.

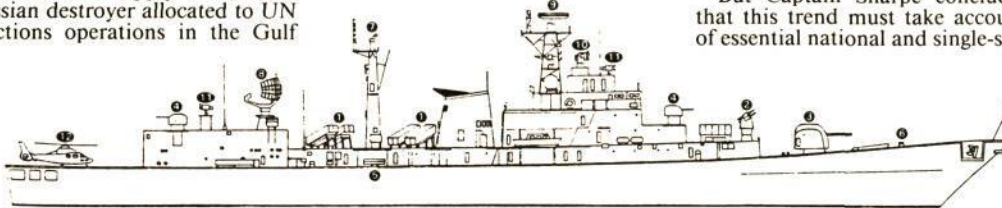
ties and instabilities, however, most European navies are making deep cuts in their military establishments — the naval exception being France, which retains an aircraft carrier and attack submarine building programme.

Current international preoccupations, including the Adriatic, the Gulf and the China Seas, have led to an emphasis on coastal warfare in support of joint service operations ashore which is based on the assumption that current American Naval supremacy in deep waters is the God-given right of maritime trading nations for the foreseeable future.

But Captain Sharpe concludes that this trend must take account of essential national and single-ser-

**Below: Jane's guide to the new Chinese destroyer Luhu, commissioned this year: "By Chinese standards this is an impressive looking ship and the assiduous wooing of Western manufacturers has achieved a major step forward in operational capabilities."**

Displacement tons: 4200 standard  
Measurements tons: 492 x 52.5 x 16.4 (150 x 16 x 5)  
Main machinery: CODAG: 2 GE LM 2500 gas turbines; 55 000 hp (41 MW) sustained; 2 MTU 12V 1163 TB83 diesels; 8840 hp (65 MW) sustained; 2 shafts; cp props.  
Speed: knots: 30  
Complement: 300  
Missiles: SSM: 8YJ-1 (Eagle Strike) (C-801) (1) active radar homing to 40 km (22 nm) (possibly extended range version) at 0.9 Mach; warhead 165 kg; sea-skimmer.  
SAM: 1 Thomson-CSF Crotale octuple launcher (2); line of sight guidance to 13 km (7 nm) at 24 Mach; warhead 14 kg.  
Guns: 2-3.9 in (100 mm)/56 (twin) (3); 85° elevation; 18 rounds/minute to 22 km (12 nm); weight of shell 15 kg; S-37 mm/63 (4 twin) (4); 85° elevation; 180 rounds/minute to 8.5 km (4.6 nm) anti-aircraft; weight of shell 1.42 kg.  
Torpedoes: 6-324 mm Whitehead B515 (2 triple) tubes (5). Whitehead A 244S; anti-submarine.  
A/S mortars: 2 FGF 2500 (8) 12-tube fixed launchers.  
Countermeasures: Decoys: 2 SRBOC Mk 33; 6-barrelled chaff launchers; 2 China 26-barrelled chaff launchers.  
ESM/ECM: Intercept and jammer.  
Combat data systems: Thomson-CSF TAVITAC; action data automation.  
Radar: Air search: Rice Screen (7); 3D; G band; Hai Ying (8); G band.  
Air/surface search: Thomson-CSF Sea Tiger (9); E/F band.  
Navigation: 1 band.  
Fire control: Type 347G (10); 1 band (for SSM and 100 mm). Two Rice Lamp (11); 1 band.  
Sonars: Hull-mounted; active search and attack; medium frequency.  
VDS: active attack; medium frequency.  
Helicopters: 2 Harbin Z9A (Dauphin) (12).





# It's Grand to be back!

HMS ARK ROYAL was the first aircraft carrier to enter Valletta's Grand Harbour for 14 years when she came into Malta for her ten-day self-maintenance period.

Despite the seven-year period of absence following the withdrawal of British Forces from the island in 1979, affection for the Royal Navy by the Maltese people is still very much in evidence.

Five years ago, however, when Ark Royal was last at Malta, anti-nuclear protests in Grand Harbour resulted in her remaining at anchor at St. Paul's Bay. But this time Ark received the warm welcome now customarily accorded to all visiting RN ships. Crowds in Valletta's Barraca Gardens looked down on the ship alongside at Crucifix Wharf, and long queues formed in the hot sun when she was open to visitors during the weekend of the visit.

Rear-Admiral John Bristocke, Commander UK Task Group, flying his flag in Ark Royal, paid a courtesy call on Malta's Prime Minister, Eddie Fenech Adami, soon after the ship berthed.

Many of the ship's company took the chance to fly wives and girlfriends (and husbands and boyfriends) out for a holiday in the sun, and sporting fixtures against local teams were played almost every day of the stay.

The visit to Malta was a welcome break from the Adriatic patrol which the Royal Navy's Task Group, led by Ark Royal, has been operating since the beginning of the year.

The Greek island of Corfu was Ark's previous port of call. During the five-day stay there Capt. Terry Loughran, the Commanding Officer, took time to lay a wreath at the grave of 44 British sailors who lost their lives when their ships, HMS Saumarez and HMS Volage, were sunk by mines, laid by the Albanians, in 1946. Capt. Loughran also presented Mr. George Psalis, the cemetery caretaker, with an Ark Royal crest as a gesture of thanks for looking after the graves for so many years.

Ark Royal is now back on patrol off the coast of former Yugoslavia — her next break, circumstances permitting, is scheduled to be a six-day call at the island of Crete.

Photos: Right — HMS Ark Royal, in Procedure Alpha, enters Grand Harbour, Malta, against a backdrop of the island's capital, Valletta. Below, Ark's Commanding Officer, Capt. Terry Loughran, remembers those lost when HMS Saumarez and HMS Volage were sunk by mines off Crete in 1946.



## Birmingham joins in

THE Type 42 destroyer HMS Birmingham, serving with the Standing Naval Force Atlantic, has arrived to take up duties in the Adriatic, enforcing the UN economic embargo by monitoring merchant shipping movements and conducting boarding operations.

Currently accompanied by the Danish HDMS Niels Juel and the German FGS Bremen, she will soon be joined by the other five ships of their NATO Force, thus alleviating some of the workload on the ships of the Standing Naval Force Mediterranean, in which HMS Cardiff is currently serving.



## Broadsword in Venice



FIRST formal visit for the frigate HMS Broadsword since she joined the Adriatic Task Group was Venice.

Taking a break from all that sea-time, ship's company members got in some canal-time in the city's famed gondolas, and viewed the sights of the world-famous Italian city.

Broadsword has since been to Crete and visits are planned to Corfu and to Patras.

Her sister-ship in the Task Group, the Dutch frigate HMNL De Ruyter has been to Corfu and

Venice and plans to call in at Malta.

The RFAs of the Task Group have also been taking their "stand-off" periods at various ports, all within 48 hours sailing time of the Adriatic patrol area.

Fort Grange has been to Brindisi and Suda Bay, Crete, and Olwen to Trieste and Taranto.

HMS Cardiff, serving in the area with the NATO force, carrying out embargo enforcement duties, has been to Naples for a short self-maintenance period.

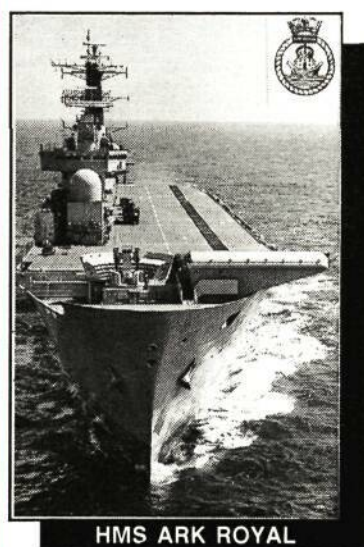
Photo, above — HMS Broadsword passing the entrance to the Grand Canal on her approach to her berth at Venice.

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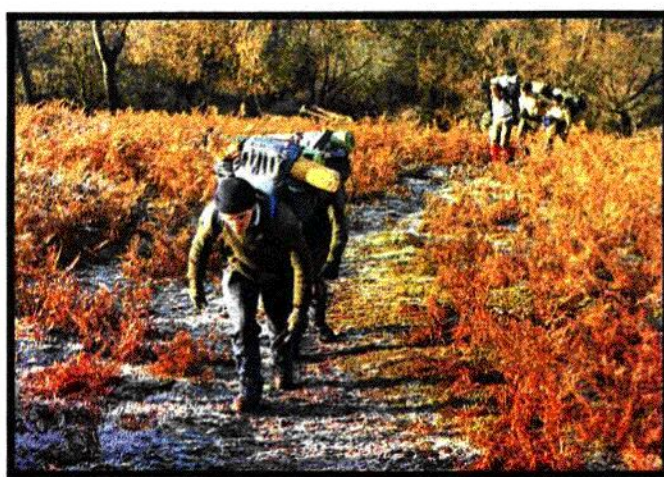
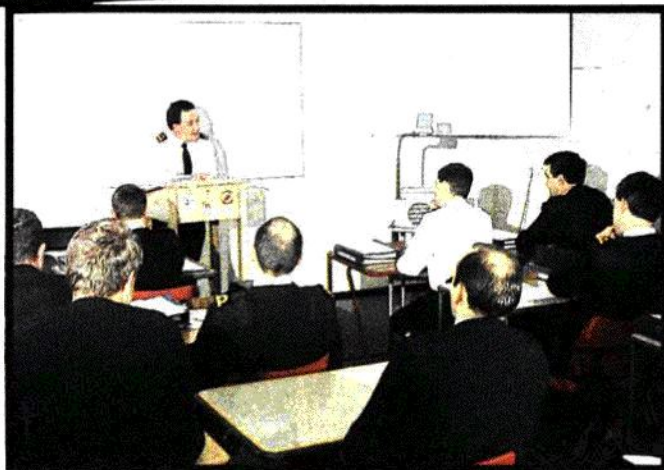
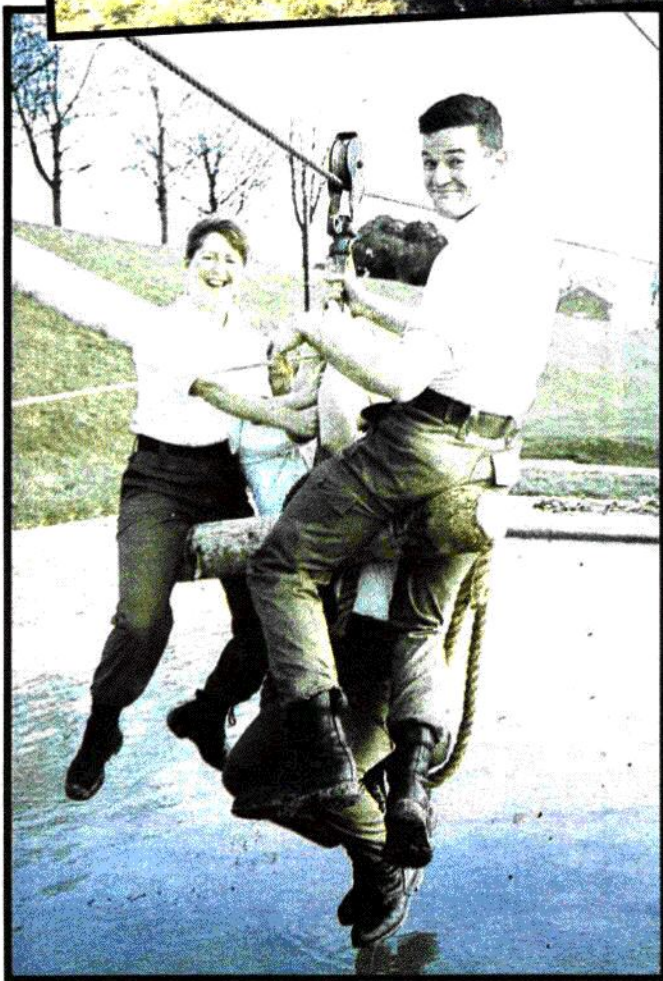
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# THE ONE LEADS . . .

**As the new RN School of Leadership and Management looks to the world outside, it finds trading partners from all walks of life.**

BEING asked to achieve the same — if not more — with less is a fact of life in these financially tight-laced times. In the Royal Navy, Jack of all trades has been found to master of all but one — the ability to handle a tight budget.

To be able to survive in the competitive era of the MOD's New Management Strategy the new Royal Naval School of Leadership and Management (RNSLAM) at Whale Island is building on past strengths.

But the school's "headmaster," Cdr Brian Westlake believes the Navy has much to learn from outside organisations — and is gratified, if not greatly surprised, by the attention they return.

"Industry is probably operating ten to 15 years ahead of us in terms of budget constraints and so on — but while we are looking to industry to give some ideas on how to improve our management, industry is increasingly looking to us to improve its leadership training.

"This is an area where we have always been seen to be pre-eminent — most of our battles have been won against superior odds through the flair of our leaders."

Those leaders' quality is not always measured by the number of gold rings on their sleeves, either — RNSLAM uniquely instills its blend of traditional and modern training in personnel of all ranks, from Able Seaman to Admiral.

Visitors from such disparate bodies as the Industrial Society and the Metropolitan Police — to name just two, the most recent of which was a group of GPs — are anxious to discover how the Navy motivates its people through a period of profound and rapid change.

Close links have been formed with IBM, the Portsmouth-based computer giant whose recent troubled history has close parallels with the Navy's own situation under the defence cutbacks that have followed the end of the Cold War.

"Rather like the Navy, IBM has enjoyed a period of sustained success over a long period and its people thought they had jobs for life — and now it is suddenly having to make people redundant.

"It has had to recognise that it doesn't monopolise the market any more and it is having to move into new areas of operations which it is not used to.

"In our case, since the collapse of the Soviet Union there have been Options for Change, Prospect, numerous studies and branch developments — and the continuing pressure of money all the time.

"Well, the one thing human beings don't like is change — and the main problem for us is the speed at which it is happening. We have to try and explain it and mitigate its impact."

Management and leadership are distinctly related concepts and it makes sense that they should be taught together — this is the rationalisation of RNSLAM, inheritor



**RNSLAM**

of HMS Royal Arthur's proud tradition.

Thus the Divisional Petty Officers' course which was once conducted at Whale Island as a separate entity now forms part of the POs leadership course.

Changes have been made in the school's organisation to take account of its expanded role and it now comprises 70 staff. It is based on the old RNDMS rooms in Mason block and the new, purpose-built Royal Arthur building.

Ten new Practical Leadership Task (PLT) stances have been built, which are already in extensive use. Treks over the Black Mountains, Brecon Beacons, the training exercise at Erlestoke and exercises at Queen Elizabeth Park are all integral to the Leadership courses.

Instruction comes with the modern aids of a TV studio and resource centre, plus a small library, the old drill shed now doubles as a gymnasium — and for course social activities there is the newly-refurbished Whaley Club.

A number of courses are being up-dated and revised, while others are being amalgamated to optimise use of resources. So far as ratings' leadership training is concerned, the school is trying to limit the intake to both POLC and LRLC to PO's/ACPO's respectively — following the principle of providing 'just enough training, just in time.'

Student numbers vary, depending on the number of courses running at any one time, but there are generally six leadership courses for around 200 students and an average of four divisional and management courses with 80-120 students.

The Divisional System is, of course, the basis of Naval man management, the roots of which can be traced back as far as 1755 when Captains were ordered to organise their ships' companies into groups of around 25 men, known as "Divisions." The aim, then as now, was to improve discipline, the running of the Fleet and the well-being of its sailors.

This was refined over the years until a dedicated school to teach Divisional and Management skills was established on Whale Island.

Historically, ratings' Leadership training has been treated as a separate discipline. From 1947 until the end of last year this was carried on at the Petty Officers Training School at HMS Royal Arthur.

Royal Arthur's success cannot be over emphasised. The generations of Petty Officers it has produced have a reputation for excellence that has followed them into civilian life.

"As for the new people coming to us, from the outset, they have very high expectations — of the Service itself,

**"Industry is increasingly looking to us to improve its leadership training."**

travel, of advancement and of finding clear avenues towards promotion," Cdr. Westlake observed. "It is true that these expectations are more short-term than used to be the case. Young people these days are used to the concept of promotion through job changing — not through joining an organisation and committing themselves for 22 years like I did, though I don't remember signing the paper . . ."

The MOD is writing a policy on management in the Royal Navy. In tandem with this a study team at RNSLAM is projecting the career of a young rating to determine what sort of management training he should receive at each stage of his career, with a matching set of managerial credentials.

Cdr Westlake is working to fit those stages of his development in with the competencies that have been identified in the Management Charter Initiative.

The continuing dialogue with the commercial world outside that RNSLAM has initiated is bound to produce a better understanding — especially as management practices seem more and more to coincide.

The Royal Navy, like any other organisation, reflects the environment in which it operates — if both are to survive and prosper it makes sense to make the best use of what they can learn from each other.



● C-in-C Naval Home Command Admiral Sir John Kerr at the RNSLAM opening ceremony on Whale Island, which also marked the transfer of RN Leadership Training from HMS Royal Arthur. The "Leadership Stone" from Royal Arthur's Central Hall was escorted from Corsham by a team of runners raising money for charity and later cemented into a plinth outside the new school.





# Virtual reality for Dustin and Eastwood

WE first meet Bernie Laplante when he's being arraigned for fencing stolen property. As his lawyer makes an impassioned plea for mercy, he's surreptitiously rifling through her handbag in search of dollar bills. Yes, Bernie is a rat — though as played by Dustin Hoffman, an undeniably amusing rat.

One night, driving through the countryside in a storm, a plane crashes in front of him ("What now, fer Chrissake?" snarls the self-absorbed sleazoid).

Almost in a fit of absent-mindedness — he's actually looking for a pair of shoes — he saves some trapped passengers from the wreck and becomes *The Accidental Hero*. Or rather he doesn't. After all, how could such a grungy character aspire to hero status?

Instead, a good-looking war

dition. Their quarry is a couple of teenage cowboys sadly out of their depth. Also on the scene is a ruthless sheriff determined that no bunch of vigilantes is going to invade his territory.

It's an explosive situation and, as one might anticipate, by the end of the film there are few survivors. As a director (in which capacity he won an Oscar) Eastwood creates an impressively realistic wild west and squeezes every ounce of value from the ironic twists and turns of the script — by David

version of Weegee in *The Public Eye*. The standard issue plot has Pesci helping out nightclub queen Barbara Hershey (as ageless and terrific as ever) and consequently finding himself in deep trouble with *The Mob*.

But it's the character, the wisecracks, the atmosphere that

stay in the memory.

If a movie can be said to suffer from schizophrenia, *Forever Young* is a prime candidate. By turns it's a science fiction tale, a kids' adventure yarn, a comedy and a 4-Kleenex tearjerker.

Mel Gibson stars as a World War 2 flyer frozen in time and

accidentally woken up fifty years later. His adventures in modern America and his search for a long-lost sweetheart constitute the film's main proceedings. It's a lively little movie that certainly caters for most tastes at some point in its running time.

## Flat top log

Part One of Peter Bonney and Bill Briggs' journal of the Fleet aircraft carrier HMS *Indefatigable* 1943-46 takes the story to the end of 1944, with Ship's Deck Log entries and other official descriptions of events including the attacks on the Tirpitz in Altenfjord.

A second section, covering operations against the Japanese, is expected to be ready by the end of the year.

Details from P. Bonney, 73 Colin Crescent, Colindale, London NW9 6EU.

## Screen Scene

veteran steps forward to take the credit for Bernie's exploits. Before the situation resolves itself, the film has looped some variously dramatic, comic and thought-provoking loops on the theme of appearance vs. reality; the starring trio of Hoffman, Andy Garcia and Geena Davis, given a beefy script to work on, duly make a meal of it.

In *Unforgiven* you get the feeling that Clint Eastwood has looked back on his exploits as *The Man With No Name*, Josey Wales and so on, and tried to imagine what such characters might really have been like.

He plays an aging farmer with a violent past, persuaded to join a bounty-hunting expe-

Peoples, who also wrote *Accidental Hero*.

As an actor he comes up with one of his most memorable characters: William Money, over the hill, not very bright but with a certain talent: as he morosely puts it: "I always been lucky when it come to killing folk."

One of the great characters in 1940/50s New York was a newspaper photographer who signed his work *The Great Weegee* (so called because he turned up at crime scenes so far ahead of the cops they thought he must have a ouija board; actually he had an illegal police radio).

Joe Pesci in his human dynamo mode plays a fictionalised

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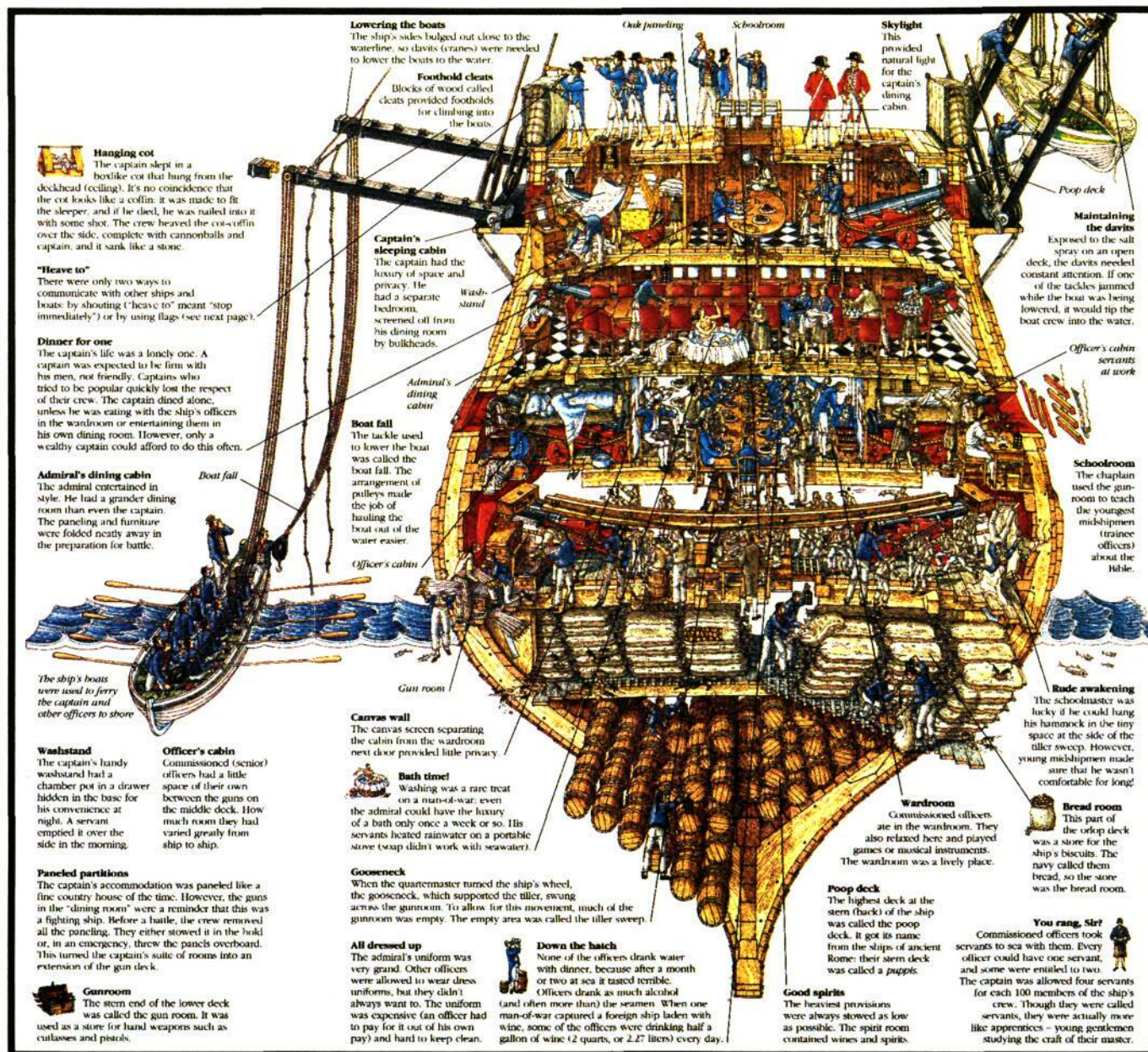
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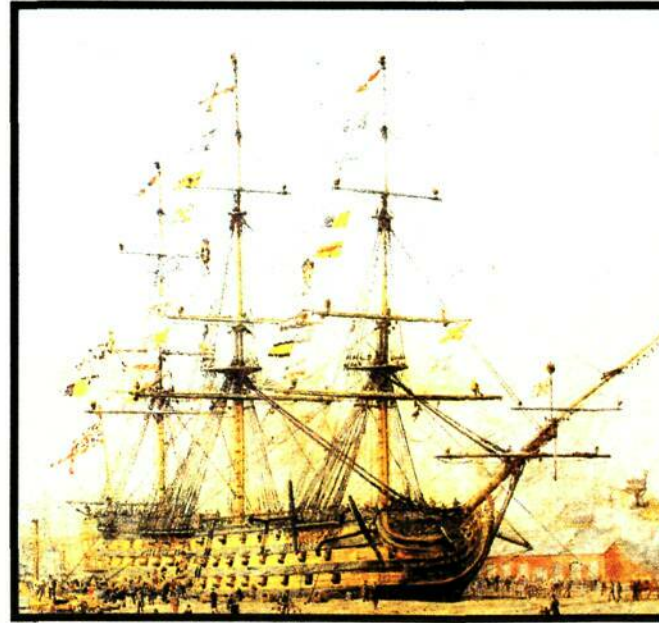
## Eagle eye on Victory

Those who remember the brilliantly detailed colour cutaway diagrams that once decorated the centre spread of the old *Eagle* comic will enjoy *Man-of-War*, (Dorling Kindersley, £9.99) Stephen Biesty's latest collection of cross-sections in the same tradition.

Based on HMS *Victory*, each densely populated slice of life on board illustrates a particular facet of the operation of an eighteenth century First Rate, with informative and witty captions provided by Richard Platt. A treat for schoolboys aged 9 to 90.

Portsmouth's favourite artist W L Wyllie painted this watercolour (right) of the *Victory* for a publicity poster during her restoration in the 1920s, of which he was a leading proponent.

It is one of several works by Wyllie in *Images of Portsmouth* (Breedon Books £16.95), a superb album of illustrations, mostly photographs, compiled by Sarah Quail and John Stedman from the collections of Portsmouth City Museums the City Records Office. All profits from the sale of this publication will be put towards their conservation.







# TALES OF THE CAMP

## Worsley meets Wodehouse in 'Albert RN'

● Left — a typical room at Marlag 'O' POW camp, where war artist John Worsley devised 'Albert RN'.  
● Right — Albert after he was found during his second escape exploit, rather battered and with his cap badge missing.



In one of his ill-judged broadcasts while a prisoner of the Germans, P G Wodehouse swore that after the war he was going to buy a German soldier and count him every day.

It was this teutonic passion for statistics that demanded a performance of absolute conviction of 'Albert RN', the dummy officer used as a decoy for one of the most famous of all POW escapes.

Albert's astonishingly life-like appearance — and the idea of Albert himself — came from Lieut. John Worsley, one of the very few active service artists of 1939-45.

Having survived the sinking of his first ship, HMS *Laurentic*, destroyer service on Atlantic convoys and troop convoys from the Red Sea to Australia in the cruiser HMS *Devonshire*, Worsley was made an Official Naval War Artist on the staff of the Commander-in-Chief Malta.

After covering the landings at Reggio and Salerno, he was captured while on a mission to rescue British prisoners released by the Italians and hiding to the north of the Allied advance.

So it was that one day towards the end of 1944 the Escape Committee of Marlag 'O' near Bremen, the sole POW camp for Naval officers, were racking their brains for an alternative to tunneling (which had not proved successful) and Worsley came up with the plan that would one day be immortalised on stage and screen and make a national hero out of a papier mache mannequin.

In essence it involved substituting the dummy officer for the genuine article during one of the prisoners' weekly visits to the bath house. Every Thursday afternoon they were mustered in columns of three, counted, marched to the administration block compound, counted again and then shepherded up the road to the showers.

After performing their ablutions, they were formed up and counted a third time before returning to camp — where they would be counted yet again. Thus Albert had not only to be quickly collapsible and quick to reassemble, but he had also to pass inspection, not once but many times — for the Escape Committee was determined to allow the escapee at least four days' grace to get well clear before his absence was noted.

It fell to Worsley's friend and room-mate Lieut. Bob Staines to construct Albert's body, while Worsley himself built the head.

He began with scraps of cloth, sewn together to form a bag the size and shape a skull. This was then stuffed with straw and kapok to form the base on which to build up layers of papier mache — made from copies of the Nazi propaganda newspaper *Volkischer Beobachter*, of which the prisoners naturally had a regular supply.

Worsley slowly began sculpting the features. Hair and eyebrows were real — made from clippings from his room-mates' heads — while the delicate facial tints were painted with oils supplied by the Swedish YMCA, who also provided the ping pong ball, cut in half to form the eyes.

The eyelids actually moved. Their corners were mounted on tiny pin bearings and a lateral axle fixed inside the head — from which the stuffing could be removed once the skull had set hard — carried a small cylinder made from a Red Cross parcel salmon tin. This was revolved by a pendulum with a ratchet which swung as Albert was carried along. There were two nails sticking out of the perimeter of the tin which, as it slowly revolved, tripped a flange connected to the eyelids and made them occasionally blink.

### Gestapo

The completed head and other parts of the body were to be concealed in the prisoners' towels as they made their way to the baths. Once assembled, Albert would be supported on either side by Worsley and Staines.

There were many rehearsals before the ruse was tried for the first time. The German-speaking Lieut. William 'Blondie' Mewes was chosen as the one to attempt a break-out.

Under cover of some boisterous horseplay in the steamy bath house, he hid himself in a lavatory to wait for nightfall while his companions assembled Albert under the cover of the bustle of drying off and getting dressed for the march back.

Albert passed unnoticed through the subsequent head counts — and survived through over a dozen more over the following days while Mewes was on the run. Sadly, the attempt was foiled — but it was no fault of Albert's, nor of the pencil-drawn identity card Worsley had provided for the fugitive.

Mewes actually made it to the Baltic port of Lubeck where he sought sanctuary in a neutral Swedish ship. To his dismay, his plea was refused — and he was turned down again after he managed to board another Swedish vessel. Trapped in the docks

with no food or money left, he was soon picked up by the ever-vigilant Gestapo and returned to Marlag.

Albert had meanwhile remained undetected and was secreted away until things cooled down and he could be used again — the Germans had no idea how the deception had been worked.

Eventually another team asked to borrow him. The course of the original plan worked well — until one of the guards responded to an urgent call of nature and discovered the potential escapee's hiding place.

There followed a scene which Wodehouse himself might have penned as the guards scuttled about like ants, endlessly counting heads. This time the camp commandant ordered an individual search. The prisoners managed, by expert sleight-of-hand, to pass back and disperse most of Albert's component parts to the rear of the column — all except the head, which was ignominiously dropped in the dust and back-kicked away so no individual would be left in possession. And so, inevitably, it was discovered.

The commandant mustered the inmates and poured scorn on Albert — not realising, of course, that he had already been successfully deployed. He grew angry when his words were greeted with laughter — and blurted out what must be one of the best comic lines of World War II:

"You British offiters, you think that we Schermans know f\*\*\* nottings — but we Schermans know f\*\*\* all!"

Not the sort of language Wodehouse would have used, of course — but the master humorist who lampooned Mosley and his Black Shirts as Roderick Spode and the Black Shorts would have appreciated the joke.

● The definitive version of the story of 'Albert RN' is told in John Worsley's *War — An Official War Artist in World War II* (Airlife, £19.95) by Worsley and Kenneth Giggall. — JFA

## Banged up at Bremen

Geoffrey Broom's *War* (Pentland Press, £16.50) tells the story of another Marlag inmate in the form of diaries and letters to his parents and future wife Barbara, who compiled them as a tribute to his memory after his death in 1978.

Such a lengthy collection of correspondence from an RN POW is a rarity that will be appreciated by historians. Broom's diary switches amusingly from descriptions of gastric disorders — though the diet he describes does not, to be fair, sound too bad when compared with the rations the German civilian population were getting in the last 18 months of war — to news (surprisingly detailed) of the progress of the war.

The prisoners kept themselves entertained with tales about their folks back home — and absence did not always make the heart grow fonder.

"Alec surpassed himself after lights out with yarns about his step-mother. She must be a frightful character. His prize utterance was when he first went out to work he took home his wages, gave them to (her) who gave him fourpence back and told him 'That's good — now you can clothe yourself.'"

Not surprisingly, there are rumours of romantic attachments forming among young internees deprived of female company.

"Had an interesting yarn with Chris. Last night, when he said that Gleeson and Castle were 'driving a cab' he said that he didn't think it possible with that two fellows could be so attached if there was no sexual interest. I said that in the case of his own friendship with Jackie it existed without sexual interest. He said I'd hit him low — I think perhaps there is a sexual interest but he is strong enough to keep it in check."

Liberation day was "the most ghastly day I have ever spent" as the Germans used the camp as a shield for their artillery while firing on the Allied armoured spearhead. "Everyone dug as deep a hole as possible."

In his last letter to Barbara: "This is going to be awkward but I know you'll understand what I'm getting at — a fellow's first duty before he's married is to his mother, so I'd like to call in to see you on my way home — to ask you a question or two — and maybe you could join me there?"

"Only another two days. It's entirely up to you what we do or where we go. Remember we've got four years to make up for..."

### SUMMER READING

- 10822 Ashworth, Chris — *RAF COASTAL COMMAND, 1936-1969* 256pp, 191 photographs + 7 maps. A detailed history with the greater part devoted to W.W.II and especially the Battle of the Atlantic. Many accounts of individual incidents. £18.99
- 8929 Breyer, S. & Koop, G. — *THE GERMAN NAVY AT WAR, 1939-45* (Vol. 1) 188pp, 300 photographs, etc. A major record of the battleships, pocket battleships and cruisers with an exceptional selection of photos as well as a detailed text. £34.95
- 9343 Breyer, S. & Koop, G. — *THE GERMAN NAVY AT WAR, 1935-45* (Vol. 2) 188pp, 280 photographs, etc. The companion volume to the above but dealing with the U-boats together with one-man torpedoes and miniature submarines. Very detailed. £34.95
- 11050 Burn, Alan — *THE FIGHTING CAPTAIN: Frederic John Walker RN* 224pp, 24 photographs + 3 maps. The author served as Walker's gunnery officer for almost the whole of his period of command. A major record of the Battle of the Atlantic. £17.95
- 10903 COMBAT FLEETS OF THE WORLD, 1993 1,016pp, 4,106 photographs + 148 plans, profiles, etc. Comprehensive data on the warships & auxiliaries of 170 nations. Not only is it substantially cheaper than 'Janes' but it has 100s more photos. £95.00
- 11055 Cook, Capt. Charles, U.S.N. — *THE BATTLE OF CAPE ESPERANCE* 172pp, 19 photographs + 2 maps. The attempt by the U.S. Navy to stop the 'Tokyo Express' from reinforcing Guadalcanal. Based on the author's and other personal experiences. £16.95
- 10848 du Tolt, Cdr. Allan — *SOUTH AFRICA'S FIGHTING SHIPS PAST & PRESENT* 388pp, 300 + photos, etc. The most substantial record yet of the ships and auxiliaries of the South African Navy from 1922. Each one is covered in considerable detail. £17.50
- 9369 Edwards, B. — *BLOOD AND BUSHIDO: Japanese Atrocities at Sea, 1941-45* 256pp, 19 photos + 2 maps. Accounts of 14 known incidents in which over 800 unarmed survivors were murdered, some in the most loathsome manner. £14.50
- English, John — *AMAZON TO IVANHOE: British standard destroyers of the 1930s* 144pp, 108 photos. Full service histories of each of the 87 ships of the A to I classes built during the 30s and which served with distinction during W.W.II. £15.00
- 10858 Griffiths, William — *MY DARLING CHILDREN: War From the Lower Deck* 176pp. The author spent most of W.W.II in corvettes & destroyers, being sunk twice. He served in the N. Atlantic, the Arctic & the Mediterranean. £15.95
- 10654 Guernsey, Cdr. H.C. — *A NAVAL CAREER* 478pp, 27 photographs. From a cadet in 1914 to Fleet Intelligence Officer of the Home Fleet in W.W.2, a varied and interesting career with many different postings. £11.90
- Hague, Arnold — *THE SLOOPS, 1926-1946* 124pp, 153 photographs, illus card covers. The development of the type plus a detailed record of each of the 71 ships, many of which played an important part in the Battle of the Atlantic. £12.50
- 10069 Harris, C. J. — *WAR AT SEA: South African Operations during W.W.2* 376pp, 214 photographs + 3 maps. Most of the men in the S.A. Navy served in the R.N. this is their story of operations in all theatres based on numerous first hand accounts. £19.95
- 9517 Hocking, Charles — *DICTIONARY OF DISASTERS AT SEA, 1824-1962, The Age of Steam* 788pp. Details of all warship losses together with thousands of merchant ships. The result of 15 years research. A quality reprint of a scarce item. £45.00
- 10966 Howse, Derek — *RADAR AT SEA: The Royal Navy in World War 2* 404pp, 63 photographs. The most substantial account ever likely to be published, covering design, fitting and use with many personal recollections. £29.50
- 11084 Jenkins, D. — *BATTLE SURFACE: Japan's Submarine War Against Australia* 304pp, 90 photos + 34 charts. Details of each patrol and each of the minelaying, reconnaissance and shipping attacks, plus midjet operations. Handsomely produced. £18.99
- 10676 Le Bailly, V-Adm. Sir Louis — *FROM FISHER TO THE FALKLANDS* 240pp, 20 photographs. A trenchant account of the changes in naval machinery especially since 1942. He takes many admirals & their political masters to account. £17.50
- 11098 Lubbock, Basil — *CRUISE, CORSAIRS & SLAVERS* 492pp, 25 plates. A long-lost manuscript which is now published 50 years after the famous author's death. The RN's 19th Century anti-slavery & piracy operations. £35.00
- 11109 Oram, Capt. H. K. 'Joe'. *THE ROGUE'S YARN* 254pp, 26 photographs + map. From a cadetship in 1908 to command of a cruiser in W.W.2, he spent many years in submarines surviving three disasters including HMS *THETIS*. £17.95
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- 10903 Ritchie, R-Adm. G. S. — *NO DAY TOO LONG: An Hydrographer's Tale* 264pp, 26 photos + 9 diagrams. Over 30 years in the Hydrographic Service; how it was all done and the dramatic changes in the post-war years plus his many varied experiences. £15.50
- 7796 Schull, Joseph — *FAR DISTANT SHIPS: Canadian Naval Operations in W.W.2* 536pp, 27 photos + 21 maps. An official account but the author who served in naval intelligence had no restrictions placed on him. Much detail not found in U.K. books. £22.95
- 10713 Smithies, Edward & Bruce, Colin John — *WAR AT SEA (1939-1945)* 218pp, 14 photographs. The experiences, in their own words, of men and women who served ashore and afloat; dockyard hands, regulars, conscripts, survivors etc. £14.95
- 11014 Stern, Robert C. — *THE LEXINGTON CLASS CARRIERS* 160pp, 176 photographs + 6 profiles. A major study of the two ships which because they spanned the critical early years of carrier development through to the crucible of the Pacific. £19.99
- 10724 Ward, Cdr. 'Sharkey' — *SEA HARRIER OVER THE FALKLANDS* 318pp, 30 photographs + map. The controversial account of his command of 801 Sqn in HMS *INVINCIBLE*, in which he has much to say about command in HMS *HERMES*. £15.99
- 11145 Worsley, John & Giggall, Kenneth — *JOHN WORSLEY'S WAR* 116pp, 19 col & 65 b&w illus. A serving official war artist, Worsley served in a variety of locations until being captured in the Adriatic. He created 'Albert' in Milag O camp. £19.95
- 10817 Whitley, M. J. — *GERMAN COASTAL FORCES OF W.W.2* 192pp, 102 photos + 5 plans & 6 maps. The latest volume in the author's acclaimed series on German warships, this one deals with all the different types of craft & their operations. £30.00
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# At Your Service



## Reunions

**HMS Tormentor:** The 50th anniversary D-Day reunion will take place at Warsash on June 19, 1994. All base staff, crews of Landing Craft, engineers and members of WRNS are welcome. Details to be circulated later to all known names on record but further information is available from Rhona Moody on 0489 575494 (Warsash), Kenneth Scott on 0463 232261 (Inverness) or Colin Kitching on 0283 703289 (Repton, Derby.).

**River Class Assn.** will hold their eighth reunion at the RNA Club, Riverside, Adelaide Rd., Leamington Spa on Sept. 25. New members welcome. Details from Peter Horrell, Spriddlestone Lodge, Wembury Rd., Wembury, Plymouth PL9 0DQ (tel: 0752 408308).

**Regulating Branch Assn. (93):** will be holding their next reunion at the Whaley Club, Whaley Island on Sept. 25, tickets £5. Details from Ray Johnson, 38 St. Peter's Dr., Churchbank, Rainworth, Mansfield NG21 0BE.

**HM ships Hyderabad and Tynedale and SS Empire Lawrence and Empire Purcell:** A joint reunion will be held at the RNA Club, Leamington Spa on Oct. 2. Details from Steve Atwater, 7 Mickleburgh Ave., Herne Bay, Kent CT6 6HA (tel: 0227 368111).

**HMS Gambia Assn.** will be holding their seventh annual reunion and AGM at the RNA Club, Leamington Spa on Sept. 18-19. Details from Les Newman 3 Coppice Rd., Whitnash, Leamington Spa CV31 2JE (tel: 0926 831599).

**HMS Unicorn Assn.** will hold their next reunion in Birmingham on Sept. 18. Those interested and not registered should send s.a.e. to E. Bosworthick, 3 Arundel Close, Hemel Hempstead HP2 4QR.

**A and P and O Boats:** The second gathering will be held in HMS President on Aug. 14. Details from LS B. Wallace, HMS President, 72 St. Katherine's Way, Wapping, London E1 9UQ (tel: 071 480 7219).

**HMS Wild Goose Assn.** will hold their next reunion in Skipton on Sept. 23-26 to commemorate the 50th anniversary of the ship's commissioning. Anyone wishing to attend or who would like to join the association contact K. J. Hayes, 10 Stratford Way, Tilehurst, Reading RG3 5XN.

**RN school Tati Handaq, Malta:** A reunion for those who attended the school in the late 1950s and early 1960s will be held at Northwood, London on Sept. 25. Details from Rog Wilkin on 0923 83 7626 or Bernard Hoctor on 071 829 8118.

**HMS Nottingham:** The 10th anniversary reunion of officers from the first commission took place in HMS Nottingham, Portsmouth in May. The principal guest was Commodore Nigel Essenhigh, Director of Naval Plans and Programmes, the ship's first commanding officer.

**Royal Hospital School Assn. (Portsmouth branch)** meet on the first Thursday of every month in the Nuffield Lounge, Royal Sailors' Home Club, Portsmouth. Anyone interested in attending should contact Andy Pope, 96 Shakespeare Rd., Buckland, Portsmouth P01 5LF (tel: 0705 755397).

**HM ships Charybdis and Limbourne Assn.** held a 50th anniversary dinner and service of remembrance at the naval war memorial, Plymouth Hoe on May 16 where association and family wreaths were laid.

**HMS Duke of York:** The fifth reunion will be held at the United Services Club, Gough St., Birmingham on Sept. 4. Details from R. Draper, Rose Cottage, 103 Orchard Park, Elton, Nr. Chester, Cheshire CH2 4NQ (tel: 092 872 5175).

**HMS Whitesand Bay Assn:** The next reunion will be held at The Royal Sailors' Home Club, Portsmouth on March 12, 1994. Details from G. Peat on 0602 227523, G. Nightingale on 0442 63405 or T. Naish on 0656 668181.

**Fast Minelayer Assn.** will hold a 50th anniversary pilgrimage/reunion, to commemorate those lost in HM ships Welshman, Manxman, Abdiel (51 years for Lantona), at the Royal Navy Fleet Club and Devonport naval base on Sept. 9-13. Details from Gwyn "Taff" Evans, 68 Beverley Grove, Blackpool FY3 2BE.

**RN Engine Room Assn.** held their first annual reunion on May 8 at the Nautical Club, Birmingham — over 120 people attended, from as far afield as Inverness, Wales and London. The next reunion will be held on May 7, 1994. Details from Bob Stants, The Nautical Club, Bishopsgate St., Birmingham B15 1ET.

**HMS Hesperus (1940-45):** The next reunion will be held at Yeovil on Oct. 2-3. Details from Bungy Edwards, 69 Oak Grove Place, East Hunsbury, Northampton NN4 0SB (tel: 0604 763273).

**Js and Ks Destroyer Flotilla** held their 11th reunion at the RNA Club House, Hanworth on May 8 — over 120 members attended. Anyone wishing to join the association should contact W. E. Skilling, 37 The

Hollands, Park Rd., Hanworth, Feltham, Middx. TW13 6PQ (tel: 081 898 6857).

**HMS Pythley L92 (1942-45):** A reunion will be held at Kettering RNA on Aug. 28. Details from Ron Howell, 10 Skipton Close, East Hunsbury, Northampton NN4 0RB.

**HMS Queen Elizabeth:** Any former ship's company interested in a reunion contact A. J. Davies, 11 The Green, Coddington, Newark, Notts. NG24 2PS.

**HMS Cavalier (1944-72):** Former ship's company are invited to attend the 50th anniversary of the ship's commissioning. Anyone interested contact Sid Anning, 14 Kipling Gardens, Plymouth PL5 3DD.

**Coldstream Guards Assn.** held their 80th anniversary in the WOs' and SRs' Mess in HMS Drake, Devonport on April 24 — over 60 members and guests attended.

**HMS Vanguard (1945-60):** The sixth annual reunion will be held in Plymouth on Oct. 9. Details from A. Tremlett, 16 St. Augustine Rd., Griffithstown, Gwent NP4 5EX (tel: 0495 764905).

**Inshore Flotilla (1954-65):** The Ton Class Association's sixth annual reunion will be held at the Castle Norbreck Hotel, Blackpool on Nov. 5-7. The association welcomes members from all Ton, Ham and Ley class minesweepers/hunters as well as support ships Woodbridge, Haven, Manxman, Abdiel etc. Details from Jack Worth, Amethyst, Lerryn, Lostwithiel, Cornwall PL22 0QF (tel: 0208 872452).

**HMS Fittletown:** A service of remembrance for those who lost their lives when the ship was in collision with HMS Mermaid in 1976 will be held at Fittletown Parish Church, Fittletown, Nr. Salisbury, Wilts on Sept. 19. Details from Jack Worth, Amethyst, Lerryn, Lostwithiel, Cornwall PL22 0QF.

**London Division RNVR and RNR Old Hands Assn.** will be holding their annual autumn lunch in HMS President, St. Katherine's Dock, London on Sept. 11. Anyone who served in HMS President wishing to attend contact D. W. Haslam, Station Buffet, Wivenhoe, Colchester CO7 9DJ.

**HMS Diana Assn. (1954-46):** will be holding their second reunion at the Claremont Hotel, Hagley Rd., Edgbaston, Birmingham on Sept. 10-12. Details from Brian Snow, 226 Kimberworth Park Rd., Rotherham S61 3JG (tel: 0709 564153).

**HMS Churchill:** Arrangements for the next reunion have now been confirmed and it will take place in Blackpool on Sept. 24-25. Anyone wishing to attend must contact Dave Petrie, 15 Monabrook Place, Helensburgh G84 7JD (tel: 0436 76468) as soon as possible re details and tickets.

**Montrose Aerodrome Museum Society:** A "wartime" night's dancing to the strains of the Big Band sound will be held in Montrose Town Hall on July 24, tickets £8. Send s.a.e. and cheque payable to Montrose Aerodrome Museum Society to Cathy Mathers, 17 Jubilee Park, Letham, Angus DD8 2XD.

**RNC Eaton Hall:** Naval cadets of the May 1943 13-year-old entry held a dinner at RN air station Yeovilton in May to celebrate their 50th anniversary. A further reunion will be held in autumn 1996 to celebrate first going to sea in Jan. 1947 and to include those Benbowes and others who had joined the term at some stage. Details from David Lund on 02406 3421.

**Mk VIII LCTs (1944-45):** Peter Griffen, 24 Brookline Place, Armley, Leeds LS12 2BT would like information on LCTs 4002, 4037, 4041, 4061, 4062, 4073, 4074, 4085, 4086, 4097, 4128 and 4164 in service with the Navy at the start of the Suez Crisis.

**HMS Ladybird (T58), China River Gunboat (1916-41):** Terry Cooper, Tara, 28 Hopgrove Lane South, Malton Rd. York YO3 9TG (tel: 0904 425883) would like information in respect of the ship's service from 1916 until she was sunk in Tobruk Harbour in 1941. Of special interest are narratives from ex-members of her ship's company who served in the China Station.

**HMS Flycatcher, HQ MONAB 1944:** R. F. Bullers, Holly Gate, Mill Hill, Salhouse, Norwich NR13 6RU and the Ludham Tower Preservation Group are restoring the air traffic control tower at Ludham airfield and would like details of the history of Ludham while in RN service — what happened to MONAB No. 3 and was any flying carried out at Ludham during the time of the MONABs? Any information would be appreciated.

**HM submarine G6:** R. H. Youdale, 10 Barton Sq., Ely, Cambs. CB7 4DH (tel: 0353 661075) owns the bell of the First World War submarine and would be interested in receiving information, photographs, etc. relating to her history and to her commanding officer Lieut. C. G. M. Collett.

**HMS Wolfhound:** The sixth reunion will be held at the Claremont Hotel, Hagley Rd., Edgbaston, Birmingham on Sept. 17 and will commemorate the 50th anniversary of the last commission. Details from W. Baldock, 69 Lynton Rd., Hadleigh, Benfleet, Essex SS7 2QG (tel: 0702 557739).

**North Russia Club:** Anyone interested in a reunion to be held in Southampton later in the year contact Mervyn Williams, 87 Olive Rd., Coxford, Southampton SO1 6FI.

**HMS Froisher Assn.** will hold their next reunion in the WOs' and SRs' Mess, HMS Drake on Sept. 4. Details from Charlie Connelly, 12 Citizen House, Harvist Est., Hornsey Rd., London N7 7ND.

**HMS Puckeridge (1943):** A remembrance service will be held at Standon Parish Church, Ware, Herts. on Sept. 6 to mark the 50th anniversary of the ship's sinking. Any survivors or relatives of those who were lost wishing to attend should contact Geoff Perry on 0902 758601.

**23rd Destroyer Flotilla** held a successful reunion in the WOs' and CPOs' Mess, HMS Nelson. For details of the 50th anniversary of D-Day celebrations contact Billy Swift 0705 591032.

**TS St. Vincent (Brentwood SCC)** are looking for ex-cadets and staff to join them for the unit's 50th anniversary celebration at Meads Ballroom, Brentwood on Sept. 24. Details from Lieut. T. Bowen (SCC), Brentwood Sea Cadets, King Edward Rd., Brentwood, Essex CO7 9DJ.

**HMS Sikh Veterans Assn.** will hold their next reunion at the Royal Sailors' Home Club, Portsmouth on Sept. 14. Details from Shiner Wright, 45 Herrick Close, Southampton SO2 6NF (tel: 0703 404710).

**HMS Panther, 1943:** Any survivors of the ship's sinking on Oct. 9 1943 contact W. Kendrick, 14 Stafford Rd., Southsea PO5 2AD (tel: 0705 817644) with view to a reunion on Oct. 9 1993.

**851 Sqn. FAA, HMS Shah:** The 50th anniversary reunion will be held at the FAA Museum, Yeovilton on Oct. 4. Details from Frank Ott, 20 Petvin Close, Street, Somerset BA16 0SX (tel: 0458 42047).

**HO 188 Squad RM, Plymouth Division, May 1942,** held a successful reunion on May 16. For details of next year's reunion contact E. Dennis Chapman, 78 Sherborne Rd., Cheadle Heath, Stockport, Cheshire SK3 0SN (tel: 061 491 0291).

**HMS Hecla (1942):** The 51st anniversary of the ship's sinking will take place at The George Hotel, Solihull on Nov. 11-14. Relatives and shipmates of other friendly associations will be welcome. Details from Harry Cliffe, Oak Tree Cottage, Post Office Lane, Norley, Warrington, Cheshire WA6 8JJ (tel: 0928 788181).

**HMS Renown, 1943:** Any officers serving in the ship during the voyages of Sir Winston Churchill in 1943 interested in attending a reunion contact Maj.-General Kay on 0252 621560.

**HMS Vesper:** Skipton RMA will be hosting a reunion on Sept. 10-12, 1993, for the ship which was adopted by the town during the Second World War. Former ship's company or their relatives wishing to attend should contact S. Haigh, 1 Raines Dr., Bradley, Nr. Keighley, West Yorks. BD20 9EW (tel: 0535 636343).

## Over to You

**HMS submarine A5:** Paul D. Jones, 26 Burnham Wood, Fareham PO16 7UD (tel: 0324 283958) would like information regarding a battery explosion in Cork in 1905 — his great-grandfather PO William John Pryor was killed in the incident.

**HM submarine Rorqual:** The BBC are making a history of the submarine and would like to hear from anyone who served in her wartime crew. Contact John Hacker, BBC Room E/14, Wales Farm Rd., London W3 6XP (tel: 081 576 8843).

**HMS Pakistan:** Eric Morton, Tredorne, St. Clement, Truro, Cornwall TR1 1TA (tel: 0872 73548) would like information about the ship — he recently found a pair of stainless steel forceps in a hospital pack inscribed "HMS Pakistan D-9/89".

**HMS Manzanita:** B. Davies, 9 St. Patrick's Dr., Bridgend, Mid. Glam. CF31 1RP would like information about the ship — he owns a pair of black and silver cufflinks, with a skull and crossbone motif, left to him by his uncle Capt. J. C. Towley.

**LCH 98, Walcherum Landing, Nov. 1944:** C. R. Jefferson, 8 Pembroke Ave., Corringham, Essex SS17 7PN (tel: 0375 678226) would like to hear from former shipmates and from those who took part in the landing (over 125 assorted craft were involved and were supported by HM ships Warspite, Erebus and Roberts) with view to attending a remembrance service at West Kapelle.

**HMS Vigo (1949-52):** Buck Taylor, 25 Poolehouse Rd., Great Barr, Birmingham B43 7SL (tel: 021 357 7008) would like to hear from former shipmates, in particular Georgie Shepherd, Shorty Westcott, Larry Cawson and Lieut. P. L. C. Hall. Contact has already been made with 25 of the 240 crew including four officers.

**HMS Rockwood (1942-43):** C. L. Carter, 143 Shirehampton Rd., Bristol BS9 2EE would like to hear from former shipmates, in particular those from Tinfish Mess.

**HMS Diana:** Brian Snow, 226 Kimberworth Park Rd., Rotherham S61 3JG (tel: 0709 564153) would like to hear from all commissions, in particular 1954-57.

**London Division RNVR and RNR Old Hands Assn.:** The association would like to hear from anyone who served in HMS President — members meet on the first Thurs. on the month on board HMS President, St. Katherine's Dock, London. Details from D. W. Haslam, Station Buffet, Wivenhoe, Colchester, Essex CO7 9DJ.

**800 Squad RM (Oct. 1963):** Tom Atkins, 42 Roberts Rd., Aldershot, Hants. GU12 4RD would like to hear from former squad mates.

**HMS Cavalier (1944-62):** Sid Anning, 14 Kipling Gardens, Plymouth PL5 3DD would like to hear from all officers and men with a view to attending the 50th anniversary of the ship's commissioning in 1994.

**HMS Ilex (1938-41):** Ex-AB R. Walker, 11 Kipling Court, Kipling Terrace, Westward Ho, Bideford, N. Devon EX39 1HY would like to hear from former shipmates, in particular ABs Roberts, Andrews, C. Walker, Thompson (Ripple) and Smeeton.

**HMS Loch Fada (1955-56):** Dennis Jones, 89 Bakewell Ave., North Shields NE29 7JF would like to hear from former shipmates, in particular his best man Peter Blackman, last heard of in HMS Tiger.

**HMS Tynwald, 1942:** Mr. A. Wellington, 85 Peaslands Rd., Sidmouth, Devon would like to hear from shipmates who survived the sinking of the ship off the Gulf of Bougie in 1942. He would also like information regarding any books which mention HMS Tynwald.

**HMS Ganges, Blake 6 Mess (1958), HMS Victorious (1960-62):** Ex-ME Marty Platt, 10 Durrant Way, Farnborough Village, Kent BR6 7EH and Dusty Miller would like to hear from former shipmates, in particular ex-AB Bryn "Bungy" Williams, originally from Manchester, married to Pauline, last heard of in Southsea in 1964 and Colin "Taffy" Evans, married to Julie. Tel: 0689 860 402 or 071 232 0709.

**HMNS Campbelltown (Atlantic 1941):** Ron Sunderland, Coronella, Corbett Rd., Kidderminster DY11 5LW would like to hear from Dutch shipmates.

**HMS Dolphin, 1954:** M. L. Bingley, 11 Seaton Rd., Wigston, Leicester LE18 2BY

**ML 102 and HMS Valentine 1940:** Mr. I. Gilbert, 30 Woodstock Rd., Walthamstow, London E17 4BJ (tel: 081 523 4079) is researching his father's service history and would like information about ML102 and her crew and about the loss of HMS Valentine in May 1940. His father was PO Albert Leonard Gilbert.

**HMS St. Vincent magazine:** Terry Hodgins, 21 Belmont Rd., Abergavenny, Gwent (tel: 0873 852896) would like to hear from anyone who could lend or sell him a copy of the Winter Term 1947 edition.

**HM ships Rodney and Nelson (1939-42):** Egil Kjøpholdt-Guttersen, Smalgangen 29, Gronlands Terg, 0188 Oslo Sentrum, Norway (tel: 010 472 22173043) would like recollections from those who served in the two ships for a book he is writing.

**HMS Liverpool (1950-52):** A. Anderson, 6 Barnfield Tce., Abbotswells, Newton Abbot, Devon (tel: 0626 66481) would like a copy of the ship's commissioning and decommissioning book — it was illustrated by Stk. G. Blakley, 32 Mess.

would like to hear from his best man WT Stanley Bradley with whom he served in submarines, with a view to inviting him to his Ruby Wedding anniversary next year.

**HMS Hermes, Ceylon, April 1942:** Cdr. Frank Henwood would like to hear from any shipmates who survived the sinking of the ship off Ceylon on April 9, 1942, or from any relatives of naval personnel who recall this event. Contact Mrs. A. Holmes on 0705 583320.

**HMS Devonshire (1971-73):** Chris Chappell, Dallas Bar, Blacktail St., St. Pauls Bay, SPB 03, Malta would like to hear from former shipmates, in particular LCK Hector Munro, CK Tony Whitby, POKCS Alf Cleeve, Bungy Edwards and Arthur Cox, CPOCK Brian Thompson (also ex-Victorious) and the cooking Carter twins, Scruff and Mucker.

**284 Squad RM, Portsmouth 1937:** Len Murray, 5 Athelstan Place, Deal, Kent CT14 6QE (tel: 0304 361908) would like to hear from former squad mates, in particular Bill Holden and Mne. Birch, with view to a reunion.

**HM ships Implacable, Chameleon and Vernon:** Mr. E. (Ted, Ali) Barber, 4 Stacey Ave., Top Valley, Nottingham NG5 9AW (tel: 0602 279659) would like to hear from former shipmates, in particular the engine room branch.

**HM ships Warspite (1936-38), Repulse (1939-44), Antrim and Cardiff:** Ex-LS(M) Kevin Rowe, 15 Bore Lane, Shrewsbury would like to hear from former shipmates with view to a reunion.

**HMS Loch Dunvegan (1944-46):** Ex-PO Radio Mech. Roy Williams, Flat 1, Neptune Court, Stocker Place, Gosport, Hants P013 0NA (tel: 0329 288864) would like to hear from former shipmates, in particular Roy Penny, Chief Tel. Mitchell and EA Dan Windo.

**HMS Whitaker, 1944:** Mr. N. Dark, 6 Trent Dr., Northmoor Park, Wareham, Dorset BH20 4DF (tel: 0929 550856) would like to hear from anyone who knew Hubert Walter Dark or from any stokers who survived the sinking of the ship by torpedo off Belfast on Nov. 1, 1944.

**HMS Victorious/USS Rubin (1941-45):** The HMS Victorious Reunion Association would like to hear from former shipmates. Contact Ray Barker, Gransden House, Stoke Prior, Herefordshire HR6 0NB (tel: 0568 82 380).

**HMS Shah, 851 Sqn. (1942-45):** Clifford Sanders, 13406 Santa Tecla, La Mica, CA 90638 would like to meet up with former shipmates at Earls Court on July 31. He will be the standard bearer for the RNA Local Beach, California, Branch.

**HMS Creole (1946-48):** Mrs. W. Wixey, 4 Green Gables Dr., Hollywood, Wythall, Birmingham B47 5SN would like to hear from anyone who served with Stk. John H. Wixey.

**HMS Phoenicia, Malta (1952-54):** Ted Newbury, 46 ford Rd., Upton, Wirral L49 0TF (tel: 051 677 5716) would like to hear from former shipmates, in particular Capt. Rump, Lieut.-Cdr Nicholson, Harry Langley, Bungy Edwards, Norton Hunniet, Rodney Foster, Deepo Warburton and PT Duggy Warth.

# FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

This was the first month since the beginning of the war that tonnage of merchant ships launched exceeded that of ships sunk, the true indication of the turning of the tide. It was another bad month for enemy submarines, — 37 U-boats and nine Italian submarines were sunk, 32 of these by air attack.

Not all are listed below, some were sunk by our U.S. allies. July 10 saw the invasion of Sicily, the return of the Allies to Europe. For the rest of the month the ships of the Mediterranean Fleet were busily engaged in support of the Army in the battle for Sicily.

Principal events included:  
3: RAF Wellington sank U-126 in the SW Approaches. RAF Liberator sank U-628 in the Bay of Biscay.  
5: RFA Liberator sank U-535 in Bay of Biscay.

**HM ships Cardigan Bay (1950-52) and Warrior (1954):** Derek Whittingham, 296 Leeds Rd., Wakefield, West Yorks. WF1 2HY (tel: 0924 368 493) would like to hear from former shipmates.

**HMS Dolphin (1940-42):** Peter Coutie, 19 Rhynie Rd., Dundee DD5 1RH (tel: 0382 74126) would like to hear from POWTR Stewart who took a set of photographs of the King's visit to the establishment in Sept. 1940.

**HMS Leopard:** Mr T. Foley, 82 Johns Rd., Fareham, Hants PO16 0RX (tel: 0329 284186) would like to hear from former shipmates.

**Golden Hind, RNH, Sydney, Australia, 1945:** Frank Iversen, 26 Invergowrie Ave., Highgate 5063, South Australia would like to hear from Grace Eileen Kearney, last known address Farmilo Rd., Leyton, London.

**HMS Fellowship, North Africa Coast and Piraeus, Greece (1944-45):** Ex-LCK A. Etherton, 24 Goodwyn Rd., Dorking, Surrey RH4 2LT would like to hear from former shipmates.

**HMS Douglas:** W. Hughes, 62 Meadowgate Rd., Salford, Manchester M6 8FL would like to hear from former shipmates who might be arranging a reunion.

**HMS Bridport (1939-46):** HMS Bridport, the fifth and last single role minehunter, was accepted from Vosper Thornycroft and entered service last month. The new ship is keen to set up an affiliation with Old Bridportians and would like to contact all former officers and ratings. The aim is to reunite old shipmates and provide them with opportunities to visit the new HMS Bridport and meet the ship's company. If you served in her between 1940-46 contact The Commanding Officer, HMS Bridport, BFPO 236.

**Victoria Barracks, Portsmouth, 22YA, May 25 1954:** If you joined the Navy on that date and in that intake contact Reg Smith, 14 Ashling Park Rd., Denmead, Hants P07 6EH (tel: 0705 264809) with view to a reunion.

**HMS Undaunted (1943-46):** Ex-AB Taffy Crowther, 15 Glamorgan St., Swansea SA1 3SY (tel: 0792 649355) would like to hear from Georgie Mapstone.

**HMS Eggesford:** S. W. Halford, 5A Reform St., Crowland, Peterborough, Cambs. PE5 0AJ (tel: 0733 210605 or 0733 210854) would like to hear from former shipmates.

**HMS Gravelines (1949-52):** Ray Whittington, 102A Victoria Ave., Newport, Gwent NP9 8GG (tel: 0633 221688) would like to hear from shipmates of this commission (send s.a.e.) with a view to attending the second reunion.

**HMS Archer 1944:** Richard Cameron, 16 Glenfield, Tarbert, Argyll PA29 6TA (tel: 0880 820276) would like to hear from Yeo. of Sigs. Cliff Bartlett.

**HMS Scotia, Class 446, 1946:** Alan Verner on 0263 720878 and Eric Maw (081 669 1099) would like to hear from Sid Courts, Eric Screen (Chesterfield), Ray Donaldson (St. Helens), Keith Lister (Leytonstone), Ted Metheringham (Grantham) and Bill Peyton (Keighley) with a view to a reunion.

## Battle vet relives worst moment

WHILE U-25 was in Liverpool to mark the 50th anniversary of the Battle of the Atlantic, Kapitanleutnant Siegfried Koitschka was following the proceedings with interest.

For it May 1943 marked the turning point of the battle, it had also brought him his worst moment of the war.

The commander of U616, now a retired veterinary surgeon in Marburg, was being pounded by the destroyers HMS Haydon and Calpe in the Mediterranean on 13 May — and was so badly damaged that he was seconds away from bringing her to the surface when the senior ship in the group, USS Calk, ordered his assailants away.

A year later Koitschka used the last of his "juice" to surface his boat at the end of a three-day hunt by eight American destroyers and an aircraft from 36 Sqn RAF — the longest recorded. All his crew survived.



## THE ASSOCIATION OF ROYAL NAVY OFFICERS

Patron  
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ARNO, the Officers' Charitable and Social fellowship, is open to all Serving and Retired Commissioned Officers of the RN, RM, WRNS, QARNNS and their Reserves.

Formed in 1925, ARNO's primary purpose is to assist Members including Honorary Members (the widows or former members) with grants and bursaries from the proceeds of its assets which exceed £1 million, wherever there is a need.

Today the financial advantages of membership comfortably exceed the annual subscription (£10 per annum or £150 for Life) and include: \*House Purchase Generous cash payments with mortgage and with Life Assurance, and competitive conveyancing costs \*AA Membership saving up to £30 per year \*Legal & Medical Consultations at free or favourable rates \*Trade Discounts of up to 33% in a wide range of services including insurance, travel, medical, jewellery, wines and many more.





# Keep up traditions on leaving the Navy

WITH many naval personnel facing redundancy or coming to the end of their service engagement, No.10 Area, determined to recruit more members, extends the hand of friendship to them. The Area comprises 64 branches extending from Carlisle, in Cumbria, to Owestry, in Shropshire and from Peel, in the Isle of Man, to Skipton, in West Yorkshire and also includes North Wales.

## BRANCH NEWS

Leaving the Navy can be a daunting experience and the best possible shore-based organisation to help make civvy life more acceptable can be the Royal Naval Association. The association maintains naval traditions and supports the Royal Navy, with members participating in a wide range of social and ceremonial activities.

No. 10 Area welcomes those who wish to continue being members of a great ship's company. Applications should be made to Shipmate Jan Thomas, 3 Freshfield Avenue, Atherton, Gtr. Manchester M29 9PJ who will put them in touch with their nearest branch.

To mark the 50th anniversary of the Battle of the Atlantic, 40 members of Cheshunt attended a service in Christ Church, Waltham Cross, where special prayers were offered by the Rev. Martin Banister, chaplain of the branch. The branch standard and that of the Fast Mine Laying Association were paraded by Shipmates Vic



WITH 82 rescues to its credit since its formation 40 years ago, the Bude Surf Lifesaving Club gets a well-deserved plaque and a cheque for £100 to help buy equipment, presented by Bude branch. Pictured at the presentation are, from left, vice-chairman Les Lea, Tim Higham, founder member of the lifesaving club, and branch treasurer Brian Braund.

Everest and Syd Walker.

General Secretary Capt. Jim Rayner visited Maidstone to present a life membership certificate to Shipmate Jim Reed, retiring after 21 years' dedicated service.

Members of Poole believe that feet are made for walking and to prove it they formed a walking section last year with the seven founder members covering two and a half miles on their first walk. This healthy activity is now enjoyed by 13 new members who nearly always finish off with a pub lunch!

Shipmate Alec Fry, ex-RM, secretary Paddock Wood proudly paraded the branch standard at the seventh anniversary ceremonies of the storming of the Mole at Zeebrugge. His was the only RNA standard on parade.

Members of Canberra have, for the past 12 years, marched as a separate contingent in the Anzac Day parade. This singular honour is due, in no small measure, to Shipmate Peter Burrows, the branch president, who received a certificate of appreciation for his work for the RSL Anzac Day committee.

Southend held its special parade and service to mark the Battle of the Atlantic on May 23 with the weather favouring the 200 shipmates who took part. At a service in St. Mary's Church, Prittlewell, 35 standards were displayed and the salute was taken by Capt. Salway (Senior Naval Officer London).

A day's outing to RNC Dartmouth and the White Ensign Club, Exeter, for members of Torridgeside and Braunton be-

gan with lashing wind and rain but ended in high spirits and better weather. The visitors were very impressed by the quality of the young Dartmouth cadets who gave them a tour of the college after which it was "full ahead" for Exeter where they got down to the serious business of drinking, dancing and eating, the day ending with a community sing-along on the homeward journey.

The image of the association was enhanced by Shipmate Fred Brown of Kettering whose No. 6 Area 'T' shirt and RNA cap were plainly on view when he competed in the London Marathon. Shipmate Fred, aged 63 years, won the admiration of fellow shipmates by completing the 26 miles in just over six hours. He now hopes his admirers will send their donations to the RNA Investment Fund.

For her hard work as branch welfare officer of Kingston-upon-Thames, an office she has held since 1985, Shipmate Pauline Smith was awarded No. 1 Area Shipmate of the Year, the second time the branch has scooped this trophy.

They turned up in strength — 450 shipmates and wives — to mark the ninth anniversary of Thurrock. Guests included residents of Pembroke House and Lulworth Court, Southend as well as shipmates from Dagenham. It was also a special occasion for Shipmate Pat Dobbs who raised £1,200 in sponsorship for St. Luke's Hospice, Basildon, by taking part in the London Marathon. A certificate of appreciation for his effort was awarded to him and also to welfare officer, Shipmate Leo Bradley.

The "loudest woman in

Europe", town crier, Pearl Campbell, was presented with a £50 cheque by Peterborough to meet expenses in Canada where she will compete in the World Town Crier Championships. Members also raised cash for the branch charity and the local Lions club by taking part in the annual Lions Club Swimathon. The swimmers included Shipmates Rod Jenkins, Jo and Russ Veale, Don Camp and Fred Waite.

Shipmate Dennis Judge, national council member No. 1 Area, is now secretary of Battersea branch, taking over from Shipmate Ted King. Shipmate Judge and his wife were in Malta for a wreath laying ceremony to mark the first anniversary of the unveiling of the Seige Bell Memorial, unveiled by the Queen and President Tabone, last year, to mark the award of the George Cross to Malta during the Second World War.

## It's a dog's life



CHASER, the Jack Russell seen here with his owner, ex-POME G. Smith and CPO Yates of Aberdeen branch, lives up to his name — his favourite pastime is chasing after money! Chaser's home ground is The Bridge of Don Barracks, in Aberdeen, where, at the drop of a penny, he springs into action and collects the money.

To date Chaser has collected £2,036, mostly from sailors and seamen who frequent his patch. During a visit to Aberdeen, the ship's company of HMS Scylla were entertained by his antics and coughed up a substantial contribution! The fortune Chaser has raised will go towards the Guide Dog for the Blind Association.

## London back in Malta



THE Malta connection with the Royal Navy was strengthened by the visit to the island by HMS London. Her predecessor, a guided missile destroyer, was the last RN ship to fly the flag of the Commander British Forces Malta, when she sailed from Grand Harbour on April 1, 1979, bringing to a close an era of close links between the island and the Navy. During the visit of the present HMS Lon-

don the local branch of the RNA entertained members of the ship's company and, in turn, were invited to a cocktail party on board. Pictured at the reception in HMS London are, from left, Mr. D. Wickham, Malta RN Pensions Officer, who has recently retired, Capt. Timothy McClement, the ship's commanding officer, and Mr. John Conti Borda, president of Malta RNA.

### HX126 ATLANTIC CONVOY MAY 1941

I should like to contact anyone who was on this convoy especially on the John Pedersen with my father S. F. Chapman, or anyone who was on the passing ship on 1st June 1941 when the John Pedersen lifeboat was seen and identified.

Please contact: Mrs A Gregson, Rosebank, Bassett's Gardens, St Johns Road, Exmouth, Devon EX8 4EE. Tel: 0395 277161

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# Notice Board



## Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at July 1, 1993.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during June.

**CCMEAM** — Int. (25.11.91), 1; **CCMEAL** — Int. 1; **CCMEALSM** — Int. (1.4.93), 1; **CCMEALSM** — Int. (27.3.92), 1; **CCWEAADC** — Int. (28.7.92), 1; **CCWEAWDO** — Int. (3.4.92), 1; **CCWEAADC** — Int. (13.1.92), 1; **CCWEAADC** — Int. (1.5.92), 1; **CCAEAR** — Int. (1.1.92), 1; **CCAEAWL** — Int. (1.1.90), 2.

**PO(EW)(O)(RS)(W)** — Int. (7.6.91), Nil; **LS(EW)(LRO)(W)** — Int. (14.7.92), Nil; **PO(M)** — Int. (9.6.92), 6; **LS(M)** — Int. (6.12.91), Nil; **PO(R)** — 261, 1; **LS(R)** — Int. (12.5.92), Nil; **PO(S)** — Int. (13.10.92), Nil; **LS(S)** — Int. (15.3.91), Nil; **PO(D)** — 185, 1; **LS(D)** — 384, 3; **PO(MW)(O)** — Int. (14.7.92), Nil; **LS(MW)** — Int. (7.6.91), Nil; **PO(SR)** — 326, Nil; **LS(SR)** — 194, 1; **PO(SEA)** — 223, 2; **CY** — 278, Nil; **LRO(T)** — 220, Nil; **RS** — 229, Nil; **LRO(G)** — Int. (24.9.91), Nil; **POPT** — 277, Nil; **RPO** — 216, 2.

**POMEM(L)(GS)** — Int. (26.3.92), Nil; **LMEM(L)(GS)** — Int. (10.5.92), Nil; **PO-MEM(M)(GS)** — 497, Nil; **LMEM(M)(GS)** — 236, Nil; **POMEM(O)(GS)** — 137, Nil; **LMEM(O)(GS)** — Int. (19.6.91), Nil; **POMEM(R)(GS)** — Int. (3.3.92), 5; **LMEM(R)(GS)** — Int. (6.11.92), 4; **POCA** — 88, Nil; **POCK(GS)** — 431, 3; **LCK(GS)** — Int. (10.12.90), 1; **POSTD(GS)** — 667, 1; **LSTD(GS)** — Int. (19.2.91), 1; **POSA(GS)** — 525, 3; **LSA(GS)** — Int. (21.2.91), 1; **POWTR(GS)** — Int. (8.7.91), 2; **LWTR(GS)** — Int. (18.6.92), 2; **POMA** — Int. (8.1.91), 3; **LMA** — Dry, 2.

**PO(S)(SM)(O)** — Int. (19.8.91), Nil; **LS(S)(SM)** — 281, 1; **PO(TS)(SM)** — Int. (28.11.91), 2; **LS(TS)(SM)** — Int. (19.8.91), 1; **RS(SM)** — 238, Nil; **LRO(SM)** — Int. (12.3.91), Nil; **POMEM(L)(SM)** — 428, 2; **LMEM(L)(SM)** — Int. (4.3.91), Nil; **PO-**

**MEM(M)(SM)** — 748, 3; **LMEM(M)(SM)** — 748, Nil; **POWEM(O)(SM)** — 329, 2; **LWE-M(O)(SM)** — 136, Nil; **POWEM(R)(SM)** — Int. (3.11.92), Nil; **LWEM(R)(SM)** — 144, Nil; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 84, Nil; **LSA(SM)** — Int. (18.6.92), Nil; **POWTR(SM)** — Int. (8.4.91), Nil; **LWTR(SM)** — Int. (3.3.92), Nil; **POCK(SM)** — Int. (22.10.92), 1; **LCK(SM)** — 754, Nil; **POSTD(SM)** — 331, Nil; **LSTD(SM)** — 645, Nil.

**POA(AH)** — 767, Nil; **LA(AH)** — 669, Nil; **POA(METOC)** — Int. Nil; **LA(METOC)** — Int. Nil; **POA(PHOT)** — 233, 2; **POA(SE)** — 355, Nil; **LA(SE)** — 191, Nil; **POACMN** — 446, Nil; **POAEM(M)** — 277, 4; **LAEM(M)** — 317, 1; **POAEM(R)** — Int. (7.3.91), Nil; **LAEM(R)** — 353, Nil; **POAEM(WL)** — 431, Nil; **LAEM(WL)** — 629, Nil; **POAC** — Dry, 4.

**POWREN(R)** — 175, Nil; **LWREN(R)** — 77, Nil; **POWREN(RS)** — 232, Nil; **LWREN(RS)** — 172, 2; **POWREN(PT)** — 189, Nil; **POWREN** — 79, Nil; **POWRENCK** — Int. (17.10.91), Nil; **LWRENCK** — Int. (18.2.93), Nil; **POWRENSTD** — 709, Nil; **LWRENSTD** — Int. (20.6.91), Nil; **POWREN(SA)** — 361, Nil; **LWREN(SA)** — Int. (21.2.91), Nil; **POWRENWTR** — 199, Nil; **LWRENWTR** — Int. (9.12.91), 4; **POWRENWTR(G)** — 214, Nil; **LWRENWTR(G)** — Int. Nil; **POWRENMETOC** — Int. 1; **LWRENMETOC** — Int. 1; **POWRENPHOT** — 130, Nil.

**POWRENAEM(M)** — 287, Nil; **LWRENAEM(M)** — 194, Nil; **POWRENAEM(R)** — Int. (7.11.91), Nil; **LWRENAEM(R)** — 265, Nil; **POWRENAEM(WL)** — 340, Nil; **LWRENAEM(WL)** — 336, Nil; **POWRENETS** — 272, Nil; **LWRENETS** — 74, Nil; **LWRENETEL** — 441, Nil; **POWRENWA** — Int. (16.1.91), Nil; **LWRENWA** — 95, Nil; **POWRENHDY** — 125, Nil; **POWREND(SA)** — Int. (9.7.91), Nil; **LWREND(SA)** — Int. (7.12.90), 1; **POEN(G)** — Int. (10.9.91), Nil; **LEN(G)** — Dry, 2; **PONN** — Int. (12.11.91), 1; **POMA(G)** — Int. (12.3.91), Nil; **LMA(G)** — Int. (10.9.91), Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.

**POWREN OA** — Int. (3.12.92), Nil; **POWREN MT** — 847, Nil; **POWREN TEL** — 1180, Nil.

It should be noted that the May 1993 award of C281 merit points are not applied to the rosters until August 1 1993.

## Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped addressed envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

**Mandy** (30), Havant, Hants. **Sam** (18), Coventry. **Kerrie** (17), Ferndown, Dorset. **Emma** (19), Walsall, W. Midlands. **Jill** (44), Southampton, J. (26), Wolverhampton. **Amanda** (17), Consett, Co. Durham. **Michelle** (23), Hazelmer, Bucks. **Amanda** (19), Canvey Island, Essex. **Tricia** (36), Auctherard, Perthshire. **Judy** (27), Uxbridge, Mddx. **Chris** (38), Birmingham. **Shelley** (33), Fort Lauderdale, USA. **Wendy** (26), Swanscombe, Kent. **Jess** (31), Greenock, Scotland. **Jackie** (27), Sheffield. **Elaine** (23), Faringdon, Oxon. **Sam** (22), Kings Norton, Birmingham. **Christine** (28), Durham. **Carolyn** (19), Bradford, Yorks.

**Jackie** (30), Llandudno. **Louise** (17), Consett, Co. Durham. **Helen** (22), Salford, Manchester. **Diane** (20), Hayling Island, Hants. **Tracey** (23), Bournemouth. **Lyn** (37), Southsea, Hants. **Joanna** (24), Hinckley, Leics. **Catherine** (20), Westcliff, Dunbartonshire. **Amanda** (30), Congleton, Cheshire. **Lisa** (24), Harrogate, Yorks.

**Jeanette** (18), Uttoxeter, Staffs. **Lorraine** (49), Enfield, Mddx. **Beverley** (30), Havant, Hants. **Angela** (31), Barry, Glam. **Clare** (21), Walsall, W. Midlands. **Sandra** (31), Lancaster. **Liza** (24), Gt. Yarmouth, Norfolk. **Jo** (23), Countesthorpe, Leics. **Sarah** (25), Baldock, Herts. **Sue** (23), Corringham, Essex. **Valerie** (42), Romford, Essex. **Ann** (38), Ipswich, Suffolk. **Connie** (33), Bridport, Dorset. **Kim** (29), Helensburgh, Dunbartonshire. **Sue** (26), Axminster, Devon. **Jennifer** (34), Isle of Sheppey, Kent. **Kaye** (21), London. **Christine** (18), St Helens, Merseyside. **Michelle** (24), Caithness. **Patricia** (30), Leeds, Yorks.

**Liz** (19), Newport, Gwent. **Rosemarie** (35), Sliema, Malta. **Michele** (21), Bargoed, Mid. Glam. **Dawn** (20), Chertsey, Surrey. **Debbie** (23), Manchester. **Diane** (19), Royston, Herts. **Carol** (24), Torquay, Devon. **Karen** (28), Huddersfield, Yorks. **Penny-Anne** (34), Worksop, Notts. **Catherine** (30), Spondon, Derby.

**Sue** (30), Boston, Lincs. **Karen** (21), Teddington, Mddx. **Joanne** (19), Letchworth, Herts. **Tracy-Kay** (29), Peterborough. **Joanne** (21), Peterborough. **Diane** (28), Arbroath, Angus. **Teresa** (32), Wrexham, Clwyd. **Kirstie** (24), Salford, Lancs. **Jo** (40), Pitsea, Essex. **Sandee** (23), Tulse Hill, London. **Donna** (26), Liverpool. **Lisa** (23), Coventry. **Karen** (25), Portsmouth. **Claire** (26), Newton Abbot, Devon. **Vicky** (27), Arundel, Sussex. **Sara** (18), St Helens, Merseyside. **Emma** (20), Coventry. **Paula** (22), Broadstairs, Kent. **Julie** (23), London. **Sharon** (27), St Austell, Cornwall. **Helen** (36), Weston-super-Mare, Avon. **Sheila** (53), Wolverhampton. **Jenny** (42), Nottingham. **Natalie** (21), Middlesbrough,

**Cleveland**. **Sarah** (21), Basildon, Essex. **Bindi** (20), Northampton. **Nicola** (19), London. **Beverley** (19), Darlington, Co. Durham. **Lindsey** (22), Norwich, Norfolk. **Selina** (24), Aldershot, Hants. **Christine** (24), Burton-on-Trent, Staffs.

**Tracey** (29), Cheltenham, Glos. **Margaret** (18), Mitcham, Surrey. **Emma** (18), Sutton, Surrey. **Maria** (24), Amersham, Bucks. **Karen** (18), Kidwelly, Dyfed. **Sharon** (31), Saffron Walden, Essex. **Elaine** (43), Tyne-mouth, Tyne & Wear. **Leanne** (18), Bridgend, Mid. Glam. **Janet** (34), Chatham, Kent. **Lorraine** (26), Saffron Walden, Essex. **Gayle** (28), Walthamstow, London. **Lesley** (24), Boston, Lincs.

**Lynda** (31), Salisbury, Wilts. **Karen** (27), Canning Town, London. **Lucy** (20), Walsall. **Catherine** (26), Raunds, Northants. **Danielle** (19), Edgbaston, Birmingham. **Julie** (28), Kew, Yorks. **Margaret** (38), Ayr, Scotland. **Linda** (31), Paignton, Devon. **Louise** (19), Gloucester. **Jo** (22), Lewes, Sussex. **Sue** (33), Coventry.

**Leigh Anne** (21), Berwick-on-Tweed, Northumberland. **Dona** (16), East Acton, London. **Joanne** (29), Ferryhill, Co. Durham. **Sally** (23), Burgess Hill, Sussex. **Julie** (21), Rushden, Northants. **Joanne** (23), Macclesfield, Cheshire. **Sheila** (29), Farnham, Surrey. **Karan** (30), Milton Keynes, Bucks. **Sharon** (18), Kidderminster, Worcs. **Louise** (23), Ash, Surrey. **Jane** (34), Norwich. **Faye** (18), Rushden, Northants.

**Debra** (25), Leicester. **Louise** (19), Bradford, Yorks. **Maggie** (32), Halifax, Yorks. **Emma** (22), Leamington Spa, Warks. **Phillipa** (35), Birkenhead, Merseyside. **Hayley** (19), Hornchurch, Essex. **Amy** (19), Upholland, Lancs. **Sally** (22), Spalding, Lincs. **Marion** (25), Hull. **Jean** (21), Basildon, Essex.

**Sheridan** (26), Bristol. **Miss T** (19), Stourport-on-Severn, Worcs. **Helen** (26), Wadsworth, Kent. **Fiona** (28), Queenborough, Kent. **Sue** (22), Chippingham, Wilts. **Maria** (27), St Austell, Cornwall. **Tracey** (20), Bridport, Dorset. **Chantelle** (17), Bloxwich, Walsall. **Dianne** (44), Plymouth. **Sally** (32), Southsea, Hants.

**Linnert** (23), Plymouth. **Rikki** (36), Sherwood, Nottingham. **Lynne** (18), Leeds. **Yvonne** (35), Carlisle. **Carmela** (Kimberley) (22), Leeds. **Yvonne** (27), Grimsby, Humberside. **Margaret** (24), St Albans, Herts. **Ann-Marie** (40), Cleethorpes, Humberside. **Joyce** (24), Gainsborough, Lincs. **Carol** (26), Swallow, Kent.

**Helen** (20), Cardiff. **Kelly** (15), Havant, Hants. **Liz** (25), Darlington, Co. Durham. **Fleur** (16), Brigg, S. Humberside. **Linda** (18), Stockton-on-Tees. **Julia** (29), Doncaster, Yorks. **Christine** (23), Maidstone, Kent. **Linda** (37), Gorleston, Norfolk. **Sharon** (27), St Neots, Cambs. **Corina** (17), Alfreton, Derby. **Lynn** (28), South Shields. **Fiona** (27), Wrexham, Clwyd. **Lorretta** (40), Leeds. **Yvonne** (35), Carlisle. **Yvonne** (27), Grimsby, Humberside. **Margaret** (24), St Albans, Herts. **Ann-Marie** (40), Cleethorpes, Humberside. **Joyce** (24), Gainsborough, Lincs. **Carol** (26), Swallow, Kent.

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## Appointments

REAR-ADMIRAL Peter Abbott is to be promoted Vice-Admiral and will succeed Vice-Admiral Sir Peter Woodhead as Deputy Supreme Allied Commander Atlantic in November.

Other appointments recently announced include:  
**Cdr. C. J. Freeman**, Cornwall in command and Capt F. Sept 3.  
**Capt. H. J. Critchley**, Captain Admiralty Interview Board, Sept 24.  
**Surg. Capt. C. W. Evans**, RNH Plymouth as Medical Officer in Charge, Oct 26.  
**Capt. A. S. Ritchie**, Captain HMS Dryad, Sept 17.

**Lieut.-Cdr. C. M. L. Clarke**, Cromer in command, Jan 4 1994.  
**Lieut.-Cdr. D. A. Lord**, 707 Sqn in command, Oct 31.  
**Lieut.-Cdr. S. M. Steeds**, Peacock in command, July 8.  
**Lieut.-Cdr. M. D. Garratt**, Shetland in command, July 13.  
**Lieut.-Cdr. W. M. Spencer**, Roebuck in command, Dec. 2.

## Honours

ROYAL Navy awards in the 1993 Birthday Honours List included the following:

**GCB:** Admiral Sir John (Beverley) Kerr.

**CB:** Rear-Admiral D. K. Bawtree, Rear-Admiral G. N. Davis, Rear-Admiral J. A. L. Myers.  
**CBE:** Capt. J. R. L. Ingham, Cdre R. F. James.

**OBE:** Cdr. J. E. Dykes, Cdr. J. Fenwick, Cdr. L. R. Hayward, The Rev. E. W. Jones, Cdr. R. D. Leaman, Major J. B. Lear RM, Cdr. J. Molloy, Cdr. C. O'Keeffe, Cdr. A. T. J. Padwick, Cdr. A. Rose, Capt. J. P. Thompson RFA.

**MBE:** CPOWTR P. W. Allen, Lieut.-Cdr. G. T. Barrett, CPOST P. Beech, Lieut.-Cdr. D. C. Bloye, CWEM(O) J. W. P. Bowers, The Rev. M. Brotherton, Lieut.-Cdr. R. Brotherton, CWREN(OPS) S. A. Chadfield, Lieut.-Cdr. J. A. Cooper, CPOA(AH) C. S. Cundick, Lieut. D. G. Dunbar, RM, ACWRENS M. L. Edwards WRNR, CPL C. F. Fahey RM, Lieut.-Cdr. E. Fitzgerald, Lieut.-Cdr. N. G.

Fraser, Lieut.-Cdr. J. C. Gunning, WO E. J. Hastings, Lieut.-Cdr. D. O. V. Hubbard, Lieut.-Cdr. R. M. James, CCAEA(M) B. R. Johnstone, Lieut.-Cdr. A. D. Lima RNR, Lieut.-Cdr. P. J. Long, WO2(CAS) G. E. Morley RM, WO2 A. S. Parker RM, CMEM(M) G. Wagstaff, APOEN(G) G. F. Wright, QARNNS.

**Royal Red Cross: ARRC** — SNO A. J. Nutbrown, QARNNS.

**AFC:** Lieut.-Cdr. I. R. M. Bradshaw. **Queen's Commendation for Valuable Service in the Air:** Lieut.-Cdr. N. A. King, Lieut.-Cdr. G. B. M. Milton, Lieut.-Cdr. R. M. Mowbray.

**RVM (Silver): POMEM(M)** M. L. Currell.

**For services in the former Republic of Yugoslavia**

**AFC** — Lieut.-Cdr. G. W. A. Wallace. **Queen's Commendation for Valuable Service in the Air:** Lieut. K. J. Smith. **Mention in Despatch:** Lieut. T. J. Kelly.

## Awards

RECENTLY-ANNOUNCED awards for service in Northern Ireland include:

**MBE:** Major R. J. Healy, RM.

**OQM:** Cpls J. G. Sheerin and S. M. Wright RM.

**Mentioned in Despatches:** Sgts P. Cook, M. D. Oliver and G. C. Whitmarsh RM, Capt S. Haselock RM, Lieut. S. Livingstone RM, Cpl D. N. Thomas RM, Col N. M. Robinson RM.

## Swop Drafts

**LMEM(L) Strange**, HMS Ambuscade, drafted HMS Active in Sept. Will swop for any Devonport ship not deploying.

**LCK Gillett**, HMS Raleigh/Flag Officer Plymouth ext. 3504/3505 or 0725 851511 or 0850 369003, drafted HMS Hecla in Sept. Will swop for any Devonport ship not deploying.

**STD Noble**, 2Q Port Mess, HMS Birmingham, drafted HMS Osprey in Aug. Will swop for any Portsmouth shore base or London area draft.

**STD Ellis**, HMS Ark Royal, drafted HMS Heron (contact Heron wardrobe) in July. Will swop for any Portsmouth shore base or ship not deploying.

**LWEM(R) Hague**, MACCO HMS Cochran ext. 62855, drafted HMS Westminster in Oct. Will swop for any Rosyth sea or shore draft.

**CPOMEA(M) Holland**, HMS Birmingham, drafted HMS Neptune in Sept. Will swop for any Portsmouth shore base.

**LWEM(R) Overington**, HMS Broadsword, Will swop for any Portsmouth-based ship (preferably Type 42) deploying or not, or any Portsmouth-area shore base.

**AB(R) Smith**, HMS Invincible. Will swop for any Portsmouth or Scottish shore base or any Type 42.

**LW(WA) Braes**, STWG, FOSM (Faslane) ext. 6487. Will swop for any Portsmouth or surrounding area draft.

**LWTR Madelin**, 3P Mess HMS Brave. Will swop for any Portsmouth-based ship, deploying or not.

**ACPOEA(L) Macey**, HMS Invincible, drafted FOST FMG, HMS Osprey in Aug. Will swop for any Portsmouth-area shore draft.

**LRO(G) Iles**, RT Reg Office, HMS Mercury, drafted FOST Commcen in Aug. Will swop for any Portsmouth shore base.

**LWEM(R) Myers**, N.E.M.T. Alverstoke ext. 41953. Will consider any Portsmouth COMCEN or shore draft or any Portsmouth-based Type 42.

**MEM(M)1 Quinn**, HMS Illustrious. Will swop for any sea-going ship at any base port.

**LAEM(M) Ion**, HMS Daedalus ext. 4411, drafted Yeovilton AMG. Will swop for any Daedalus or Portsmouth draft.

**WWTR Louton**, HMS Raleigh ext. 41367 (or 41350 after 1630), drafted FOSF in Aug. Will swop for any Plymouth establishment.

**MAA Williams**, HMS Victory. Will swop for any Devonport sea or shore draft.

**POAEA(R) Harrison**, 706 Sqn, RN air station Culdrose ext. 2517, drafted 819 Sqn. in Jan. Will swop for any Culdrose front line draft.

**WWTR Dunkley**, HMS Cambridge (0705 594787), drafted HMS Raleigh UPO in July. Will swop for any HMS Heron, Osprey or Portsmouth establishment UPO.

**AB(M) Hicks**, Joint Services Sub Aqua Diving Centre, Plymouth (0752 405573), drafted HMS Hecla in Sept. Will swop for any Devonport ship not deploying.

**RO(T) Stormont**, HMS Cygnet, drafted FOSF in Feb. Will swop for any Portland/Yeovilton draft.

**LWRO(U) Monkcom**, Faslane (PV billet) ext. 6310. Will swop for any non-Scottish draft.

**ALCK Northam**, HMS Marlborough, drafted RN air station Culdrose in Aug. Will swop for HMS Drake or Raleigh.

**LWTR Grant**, Flag Officer Plymouth ext. 3462. Will consider any Portsmouth draft.

**LSTD Batley**, Wardroom Silver Store, HMS Nelson ext. 24281, drafted HMS Invincible in Oct. Will swop for any Portsmouth-based Type 42.

**AEM(AE) Orr**, Scale C HMS Gannet ext. 353/301, drafted HMS Nelson (Whale Island) in Oct. Will consider any Scottish shore draft.

**MEM(M) Evans**, HMS Intrepid ext. 25049, drafted HMS Illustrious in Nov. Will swop for any Portsmouth-based ship.

## Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in June:

**OPERATIONS BRANCH SEAMAN GROUP**  
**To CPO(OPS)(EW)(O)** — D. K. Rowles (Dryad).

**MARINE ENGINEERING**  
**To CPOMEM(M)** — R. A. Wilson (NP 142), D. P. R. Johns (Defiance FMB), P. R. Fenn (Campbeltown).

**WEAPON ENGINEERING**  
**To CPWEM(O)** — D. B. Lowe (Collingwood), A. J. Woodward (Coventry).

**SUPPLY AND SECRETARIAT**

**To CPOCK** — R. A. Spittles (RNSLAM), A. M. Darch (BF Gibraltar), V. W. Cottam (Campbeltown).  
**To CPOSA** — C. N. Mountford (Portsmouth FMRO).

**CHIEF PETTY OFFICER ARTIFICER**

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in May:  
**CPOMEA** — G. J. Barlow (Sultan), P.

Monks (Torbay), D. M. Valvona (CNH CTNH (Sultan), G. L. Ware (Sultan).

**ACPOEA** — J. G. Bell (Sultan), S. P. Brumfield (Coventry), D. P. Chapman (Defiance FMB), W. J. Longcake (Boxer), F. K. MacIver (Brilliant), G. C. Seville (Sultan), D. P. Smith (Neptune NT).

**CPOMEA(WL)** — M. Jewell (RNAS Yeovilton).





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Initially developed for all schools in the Greater Merseyside area, the base of the Western Approaches Command Centre for much of the war, the pack will now also be made available FREE OF CHARGE, on a one-school basis, to all secondary schools in the UK. The launch, in May 1993, will coincide with the fiftieth anniversary celebrations of the Battle of the Atlantic.

All material in the pack is photocopiable and copyright has been waived for teaching purposes. Information leaflets will be available and teachers will be able to order their school's copy on the stand.

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# HMS TAMAR MOVES TO STONECUTTERS ISLAND

## 'Last to be a precious stone'

OVER 150 years of Royal Navy tradition ended on Hong Kong Island when the White Ensign was lowered for the last time at HMS Tamar in Central on 17 May.

The emotional ceremony came at the end of a busy week which saw the Captain-in-Charge, Captain Tom Sunter, host a number of distinguished visitors, including the former Prime Minister, Baroness Thatcher.

It was on January 25 1841 that Sir Edward Belcher, Command-

ing Officer of HMS Sulphur, landed on Hong Kong Island at a place now known as Possession Point.

1878 saw the first visit of a ship bearing the name HMS Tamar. This 3,650-ton ship was the fourth to bear the name and spent nearly 20 years plying the waters of the Indian Ocean before her final return to Hong Kong in 1897 when she became the receiving ship and administrative base for the Royal Navy there.

The HMS Tamar that became the focal point of Central was

commissioned in 1946 when the Army transferred Wellington Barracks to the Navy.

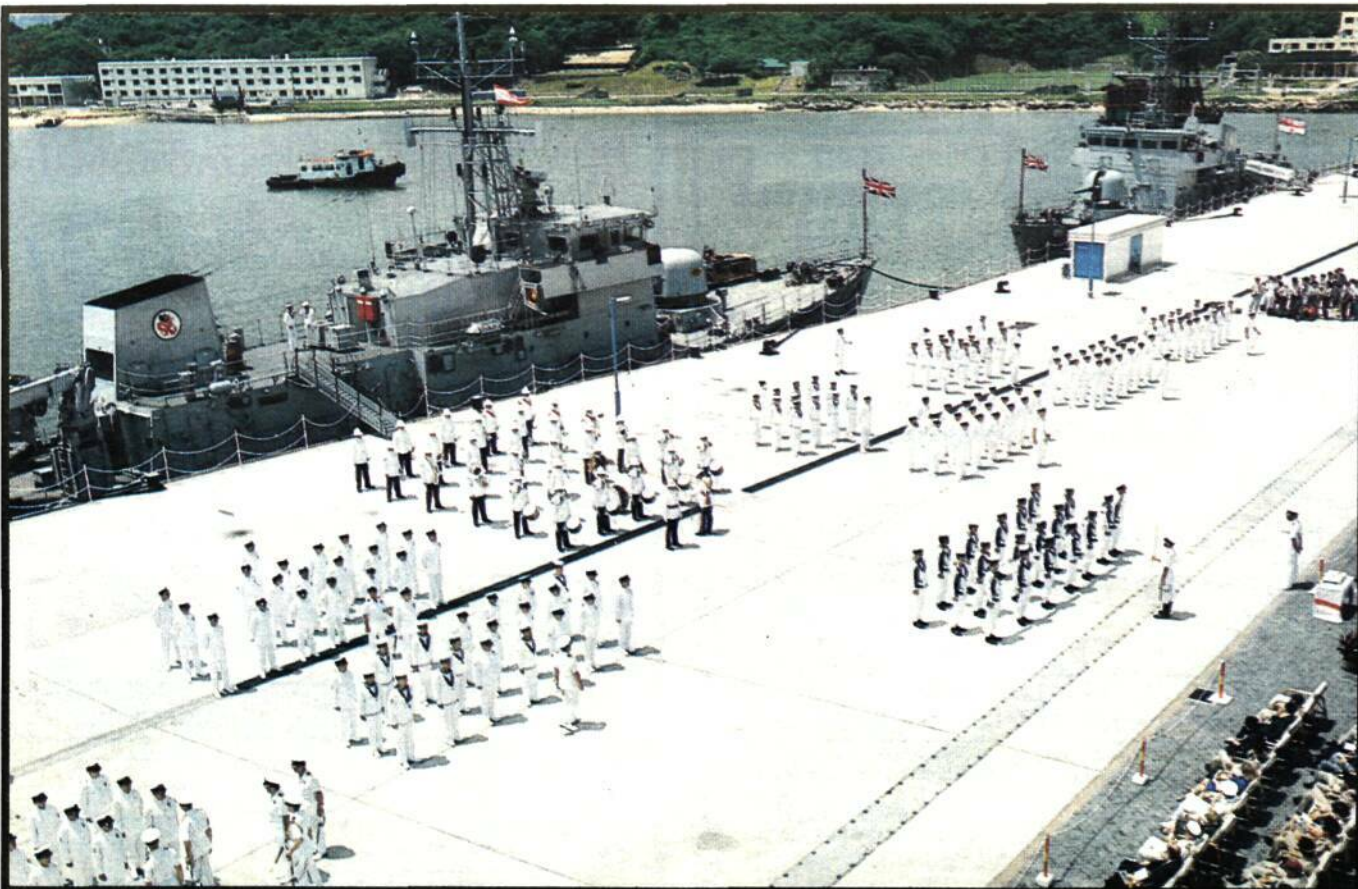
The compact modern naval base began to take shape in 1959 following the closure of the Royal Dockyard and the present facilities — which now bear the name Prince of Wales Barracks — were completed at the end of 1979.

Work began on the new HMS Tamar on Stonecutters Island in 1991, offering a modern and comprehensive maintenance and support facility to the three ships of the Hong Kong Squadron and other attached craft to ensure that the Royal Navy can carry out its role in the Territory before withdrawal in 1997.

The Navy has not severed all its connections with the old Central site. Almost a quarter of the naval complement will remain at the Prince of Wales Barracks running the catering and accommodation services, the medical and dental centres and the gymnasium and sports facilities.

● Left: Naval Divisions for the opening of the new HMS Tamar on Stonecutters Island, inspected by Assistant Chief of the Naval Staff Rear Admiral Peter Abbott.

● Below: Mrs Margaret Sunter, wife of the Captain-in-Charge, cuts the commissioning cake with the youngest recruit, 17-year-old Cook Lo Kwai Hun.



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## Arrow remembers Ardent & Antelope

ELEVEN years to the day after the successful landings at San Carlos bay in the Falkland Islands, HMS Arrow led a small convoy of ships back to San Carlos for the annual Remembrance Service.

It will be the last time that a Type 21 frigate will be there to pay tribute to those who fell in 1982.

The Arrow assumed the duties of Falkland Islands guardship for the fifth time from her sister ship HMS Avenger on 7 May, having paid courtesy visits to Salvador in Brazil and Montevideo in Uruguay on route.

Wreaths were laid by His Excellency the Governor of the Falkland Islands, the Com-

mander of the British Forces, Rear Admiral Neil Rankin CBE and representatives of the three Services.

A wreath was also laid on behalf of the Ardent Association. A further service was held onboard Arrow and a wreath was laid over where HMS Antelope lies on behalf of RNA Hereford, who were associated with that ship.

Arrow hands over her duties to another old lady, HMS Scylla this month and then begins the long return journey to Plymouth, arriving in early August.

● HMS Arrow south of Uruguay en route to the Falkland Islands just prior to her handover from HMS Avenger.





# Legion centre needs £1.4m

WORK on the new £4.6m Royal British Legion training centre at Tidworth is ready to start — but £1.4m has to be raised by the end of the year if the project is to succeed.

The shell of the new building — designed mainly to point the way for ex-Service people entering civilian life — has to be completed by then, with money available to match a grant from the European Commission.

Now the Legion is looking to businesses and former Service men and women living in Hampshire and Wiltshire to help with the funding task.

"We are now at a critical stage," Appeals Manager Colin Healy told Navy News. "We will be grateful for every contribution, either personal or corporate and will welcome help with the provision of jobs or equipment."

"The training centre will not just be there for those leaving under Options for Change, but will be an ongoing facility to help those who leave the Services of their own accord in the future."

## Experience

"We have a great deal of experience in this area already, with our small businesses schemes, our taxi training school, our attendants company and our sheltered employment opportunities and we know we can provide this very necessary help to those who need us most. "But first it is we who need help."

● Transport Minister Steven Norris opened the new Royal British Legion Training School for Taxi Drivers at Kennington on May 18. Since 1928 over 5,500 trainees have graduated through the school — including London's first woman cabbie.

## Medal appeals

SALE of the National Service commemorative medal, of which over 34,000 have been issued so far, has raised £75,000 for the Royal British Legion's Poppy Appeal.

Applicants should write enclosing sae to Department BL, PO Box 30, Haslemere, Surrey GU26 6UT.

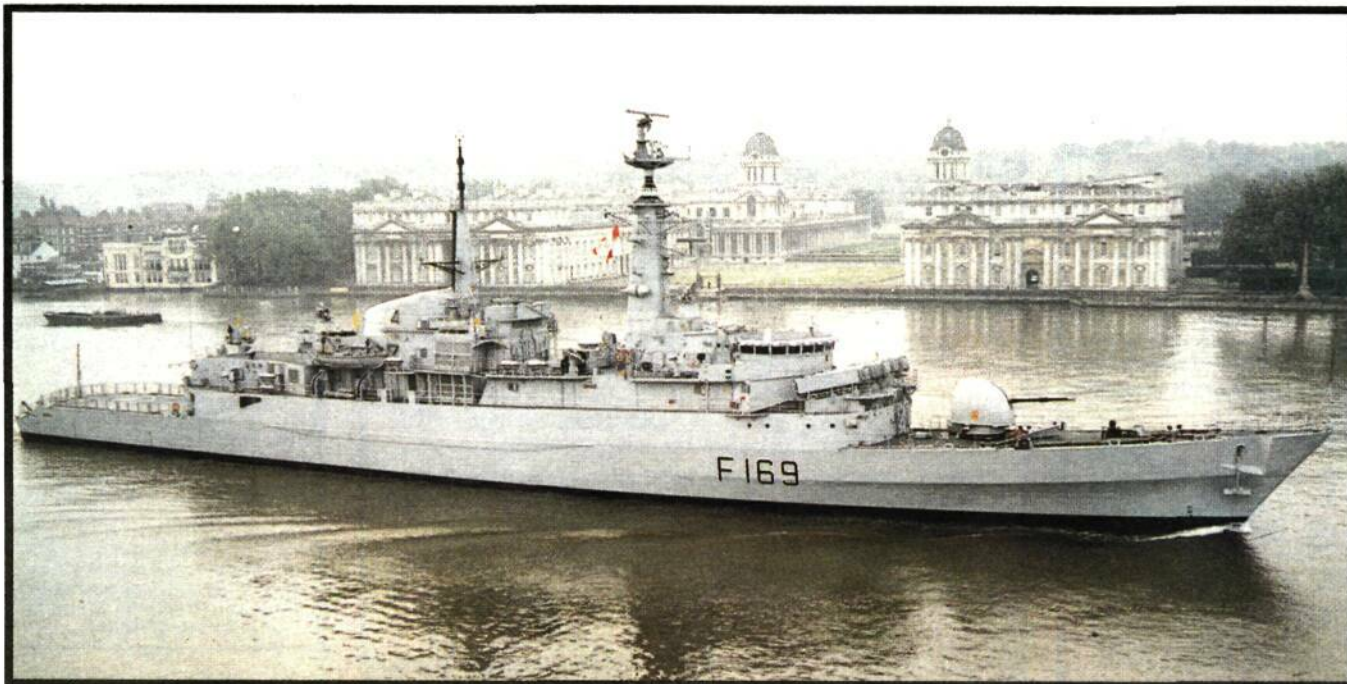
## Want a lift, little brother?

When a Gazelle helicopter from 705 Naval Air Squadron suffered an engine malfunction and took the precaution of landing in a field near The Lizard, a Sea King Mk 5 Search and Rescue aircraft from 771 NAS was called in to return it to RN air station Culdrose via an underslung load.



## London calling Type 21s

HMS Amazon passes Royal Naval College Greenwich on her way to pay a port visit to London. She is the second Type 21 frigate to call at the capital in the past few weeks.



## Churchill bell

The bell from the nuclear-powered submarine HMS Churchill has been placed on display in the Sir James Hawkey Hall, in the heart of Sir Winston Churchill's old constituency in Redbridge, NE London.

Members of her ship's company and of that of her World War II predecessor who may be interested in a reunion there should contact the Secretary of the HMS Churchill Trust at Ilford Town Hall.

## Tireless enthusiasm

HMS Tireless's affiliation with Rugby has flourished over the past year — thanks to the enthusiasm of the Mayor, Cllr Alan Webb. He is seen here with his wife paying a farewell call on the nuclear-powered Fleet submarine's commanding officer, Cdr. Bob Mansergh.



## Russian attaché at Freedom parade

HMS Collingwood exercised their right to the Freedom of Fareham by marching through the town centre with flags flying, drums beating and music playing.

The Mayor of Fareham, Councillor Joyce Baylis, Capt Victor Lucas, the Captain of HMS Collingwood, and Capt. Igor Byelogorsky, the Russian Naval Attaché, inspected a total of six platoons.

HMS Collingwood was granted the Freedom of Fareham in 1975 and has exercised the right of entry on four previous occasions — 1980, 1983, 1987 and 1990.

The main parade was outside the covered shopping centre in West Street, Fareham where a large crowd gathered.





# Miscellaneous

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## RNXS AXED

● From page one

study, we have concluded that there are no other roles that would be suitable for the RNXS and that such a service of 135 would be too small to be viable.

"Accordingly, and with considerable regret, we have concluded that the RNXS... should be disbanded and its training units closed."

Mr Rifkind paid tribute to the "loyalty and dedication" of the RNXS — "which cannot be over-emphasised." There would be an opportunity for the 135 personnel with skills in Naval Control of Shipping to join the RNR to provide a capability for short-notice deployment overseas.

The RNR would also lose the 12 River Class minesweepers, which currently formed the basis of its seagoing role.

This was designed to counter deep-moored mines as well as a specific Soviet threat — and with the collapse of the Soviet Union that threat no longer existed. The River Class ships had no other mine countermeasures capability and had been overtaken by advances in other aspects of mine-countermeasures warfare.

But Mr Rifkind said the main aim of the studies that led to the announcement was to achieve closer operational integration of the RNR with the RN. The task of deep-water mine countermeasures would be taken over by modern MCMVs such as the Sandown Class and members of the RNR would be able to serve in these.

There were no plans for changes to the Royal Marine Reserves — or to the Navy's ex-regular reserves, other than to match the greater opportunities for women within the RN to the same reserve liability as the men.

It was planned to set up a

## Worldwide winner

TYPE-23 frigate HMS Norfolk has won the Fleet Sonar Efficiency Trophy for her work during her first operational year. Operating worldwide, Norfolk conducted a variety of trials introducing new equipment to the Fleet and carried out both active and passive exercises in the Pacific, Indian and Atlantic Oceans and in the Mediterranean.

The Type-23 has proved to be a most capable ASW platform, with an ability to deploy in all areas of the world.

## Support for the church

PERSONNEL from HMS Daedalus, Lee-on-Solent, have raised over £4000 to help pay for a commemorative stained glass window in St. Bartholomew's Fleet Air Arm Memorial Church at Yeovilton.

Rear Admiral Ian Garnett, Flag Officer Naval Aviation, accepted the cheque while visiting Daedalus and was able to see the work being done by the Craft workshops towards the church. Chandeliers, gates and a weather-vane are all currently under construction there.

## Remembering the Far East sailors

A CAMPAIGN is underway for a memorial to be erected in Singapore to remember the thousands of sailors lost from the East Indies, Pacific, Allied and Merchant Fleets during the Second World War.

Perhaps surprisingly, no such memorial presently exists. The war graves cemetery at Kranji,

in Singapore, records the names of soldiers and airmen, but there is no tribute to those lost at sea.

Anyone who would like more information, or has any suggestions regarding the Memorial, should contact Terry Thorne, at 20 Heath Lawns, Catisfield, Fareham, Hants. PO15 5QB (Tel: 0329-281605).

dedicated seagoing branch of 500 RNR personnel to train in all types of ships, while smaller numbers would help in the logistics area, in submarine operations management and aircraft maintenance.

Meanwhile eleven units will close — but a new unit based in HMS Bristol, the harbour training ship at Portsmouth, would offer the chance for RNR personnel from HMS Sussex, HMS Wessex and HMS Southwick to transfer.

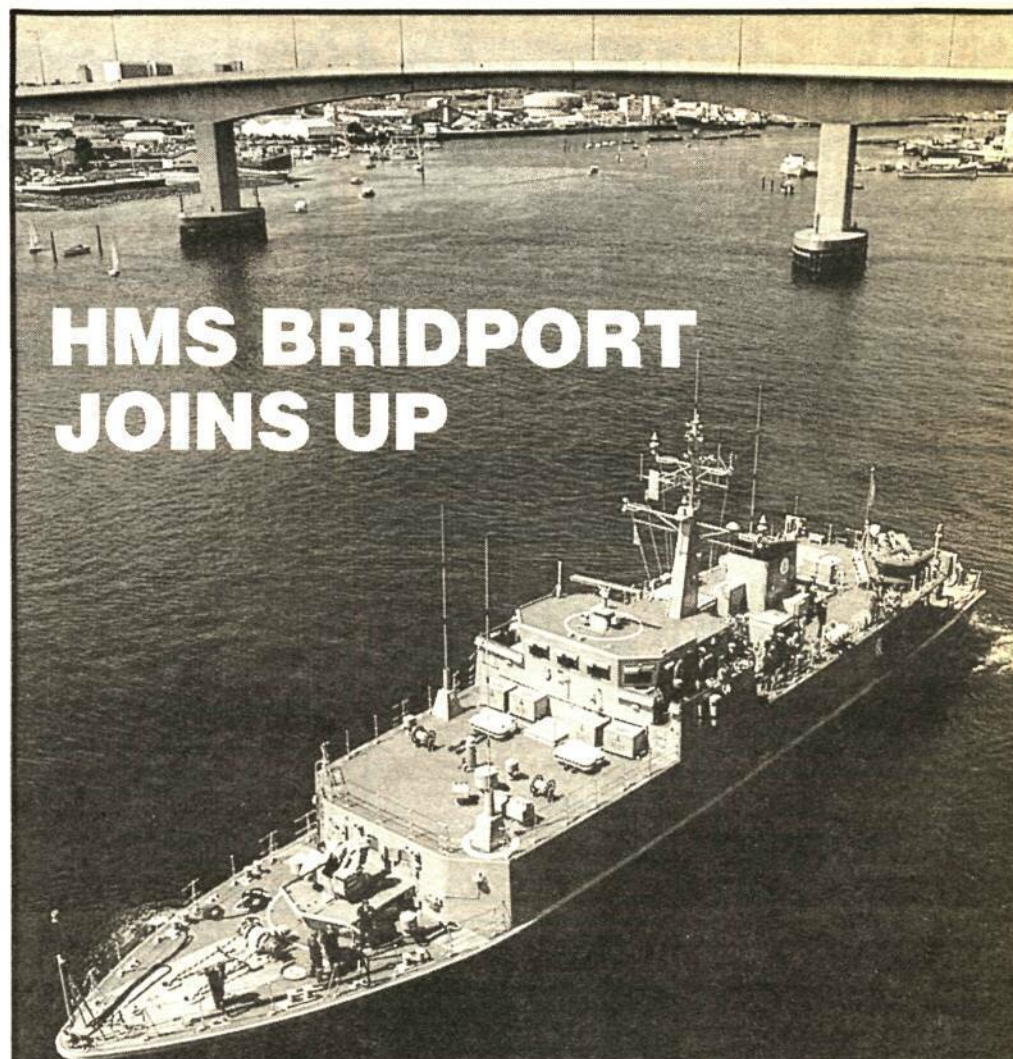
● The 90th anniversary of the formation of the Royal Naval Reserve at HMS President, London was celebrated last

month at a Guildhall dinner attended by 300 members and veterans of London Division.

The Lord Mayor of London, the Rt Hon Alderman Sir Francis McWilliams, said the Reserves had turned the tide in the Battle of the Atlantic.

"It is not an exaggeration to say that without (them) the Royal Navy could not possibly have prevailed against the U-Boat," he commented.

RNR personnel also took part in the Falklands and Gulf wars and specialists, including interpreters and public affairs officers, are currently serving in Bosnia.



## HMS BRIDPORT JOINS UP

THE LAST in the current batch of Sandown-class minehunters, HMS Bridport, has been handed over to the Royal Navy from her builders, Vosper Thornycroft.

The glass-reinforced plastic ship has taken just 23 months from lay-up to handing over for service, ahead of the planned schedule. Bridport's new Commanding Officer, Lieut.-Cdr. Sean O'Reilly, commented: "The quality of every aspect of the ship for which the shipbuilder is responsible has been to a high standard. It's clear that there is great pride within the yard

and that pride and motivation is reflected in the quality and finish."

Bridport now starts a full trials programme and she will eventually join her four sister-ships in the Third Mine Countermeasures Squadron, based at Rosyth.

Photo: HMS Bridport leaves Vosper Thornycroft's yard at Southampton.

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# GB and European records broken by RN Masters

A STRONG RN Masters team comprising serving and ex-Service members competed in the GB Masters Swimming Championships at Cardiff 4-6 June, producing a string of good results including some spectacular record breaking performances. Competing in individual events, Navy swimmers captured nine silver and two bronze medals, but their all round strength was demonstrated in the team events.

First, in a most thrilling race, the RN team won on the touch the over 240 years Freestyle relay in a GB record time, and

teams called on to mount the victory rostrum on three occasions. The records are of course subject to ratification.

## The RN individual medallists were:

Ian Hughes (25-39) 2nd 50 and 200 Back 3rd 100 Back  
Geoff Bishop (55-59) 2nd 50 Breast 3rd 100 Breast  
Ron Kimber (60-65) 2nd 50 Back  
Phil Merryweather (70-74) 2nd 200 Breast  
Len Audritt (70-74) 2nd 50 Fly  
Alex Leylee (70-74) 2nd 50 Free, 100 and 200 Back

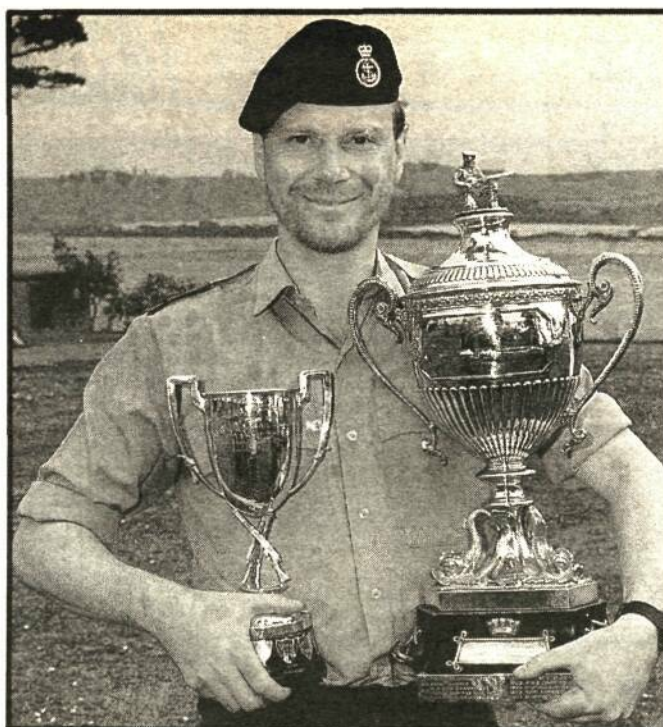
then grabbed bronze in the Medley relay. The Team for both relays was Geoff Bishop, Alex Leylee, Allen Miles and Bas Blanden. More was to come the following day when over 280 year relays were swum for the first time at Championship level in this country. Digging deep into their ex-service strength the RN won all the Freestyle and Medley relays to set the first GB records, but even more satisfying to break the European record times as well. The Freestyle team was Alex Leylee (71), Ray Brookhouse (74), Phil Merryweather (73) and young Allen Miles (65). In the Medley Len Audritt (71) replaced Ray.

At National Masters Championships, special presentations are made for record breaking swims, and Team Manager Ron Kimber said that it was a very special moment to see RN

Not to be left out, the RN then took silver and bronze in the over 200 years relay welcoming Steve Berry and Tony Bramwell to RN Masters Swimming for the first time.

NEW TALENT shone at the Royal Navy Fencing Championships, held in HMS Collingwood, and two of the brightest stars were Hon. Mid Nicky Hull (Liverpool URNU), who won the Ladies Dismounted Champion at Arms, and Lieut. Katja Samuels, who won the foil and was second in the sabre.

Lieut.-Cdr. Sean O'Reilly was also impressive as he finished runner-up in the men's



Picture: LA(Phot) Andy White

PROUDLY holding the silverware is POAEM Gary Lancefield, Small Arms Champion of Plymouth Command. Gary, who has previously won the title in the Portsmouth and Naval Air Commands, captained a team from HMS Illustrious to compete in the annual Skill at Arms meeting at Trevol Range, HMS Raleigh.

## Thrust into the limelight

foil. HMS Sultan won the Inter-Unit event. The Ladies' Inter-Command title went to Plymouth after a narrow victory over the first Fleet Air Arm team to be fielded for many years.

Sgt Paul Kimbley fenced to his usual standard and won both foil and epee. Thus he retained the Champion at Arms title and he will go on to face the Army and RAF Champions at the Royal Tournament.

This was the first occasion on which the ladies competed at sabre. There was a surprisingly high standard, considering, and the squad hopes for a good result at the first Inter-Services Ladies Sabre competition.

New fencers are always welcome. If you fancy giving the sport a try, contact Lieut. Sue Bullock on HMS Daedalus ext 4185 for details of your nearest club.

# LAMBERT GOES ON A HIGH

LEEDS and District Union soundly beat the Royal Navy 16½-1½ at Moortown Golf Club, Leeds writes Lieut.-Cdr. Roger Knight.

Missing from the Leeds line-up was Ian Pyeman... who was busy winning the British Amateur Championship.

Moortown — venue for the first Ryder Cup played in Britain, in 1929 — proved a tough course. With a par of 71 against the SSS of 74 indicating its severity, most of the RN side found themselves struggling.

Even the par 3s were very challenging. One in particular — the famous 10th, aptly named Gibraltar (the green stands on an outcrop of rock) — needed a good shot of 190 yards not only to hit the green but also to get somewhere near the pin.

The Navy lost all six matches in the Foursomes. In the afternoon Singles the first six matches were also lost. Avoiding a whitewash was now the main aim and LWtr Ian Ashenden (Seahawk) stepped in and achieved a half.

In the next match CPOWEA Steve Lambert (ex-HMS Renown), playing in his last game for the RN before leaving the Service, deservedly won. This was a fit-

ting end to a naval golfing career spanning several years. The last four matches were all lost.

The Navy side played well, but were up against much better golfers. Nevertheless, they enjoyed the fixture.

A week after the heavy defeat in Yorkshire, the Navy's performance in the Graham Butler Trophy competition (formerly the Fern-down Fox) brought some cheer.

The Navy came in on a wildcard entry, having failed to be selected to participate after finishing last the previous year. Gratefully seizing the opportunity to prove that last year's result was a freak event, the RN team achieved a creditable fifth place out of 24 teams.

The scores of the Navy's two pairs were: CPO Pat Smith (Culdrose) and PO Steve Tinsley (Collingwood) 73, 79, 76 (228) and CPO Nobby Stiles (Mercury) and LWtr Ian Ashenden 73, 76, 80 (229). The competition was won by Fern-down GC who had the advantage of playing their own course.

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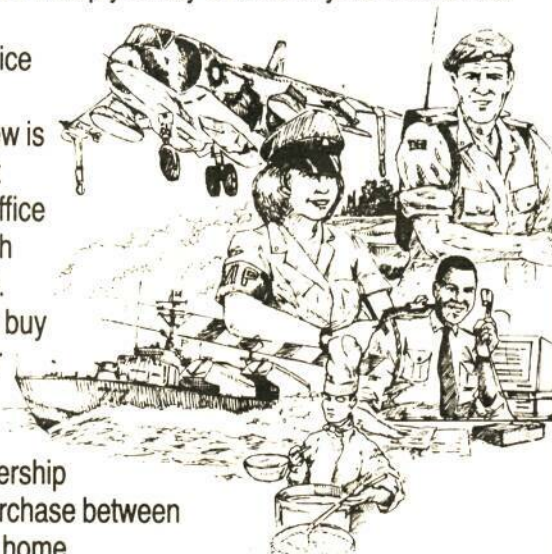


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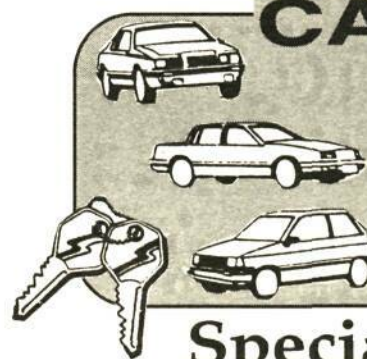
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# Excellence in the field but batsmen lack staying power

AFTER two days of good cricket, Wiltshire CCC and the Royal Navy drew at Marlborough, writes **Lieut.-Cdr. Jim Danks**.

On a pitch offering little bounce after heavy overnight rain both teams struggled for runs on the first day. Wilts made 167 for 5 declared, with Lieut. Chris Slocombe (707 Sqn) and LSea Bob Learmouth (Brazen) taking two wickets apiece.

The Navy fared no better in the face of some good spin bowling and were indebted to LAEM Tim Barnard (Heron), whose fighting 41 no helped them to 167 for 8 dec.

On a drier pitch Wiltshire made 240 for 6 dec in their next innings, leaving the RN to find 241 to win from what turned out to be 58 overs. Best partnership of the Navy's

second innings was that of LWEM Dean Kitching (37) and Sub-Lieut. Paul Snelling (52 no), which added 84 runs. At the close, the Navy totalled 192 for 5.

**Wiltshire 167 for 5 dec and 240 for 6 dec. RN 167 for 8 dec and 192 for 5. Match drawn.**

Slocombe took 4 for 36 for the RN in their match against the British Fire Service at Burnaby Road. AEM John Mann (Daedalus) bowled an impressive spell of 11 overs and took 1 for 23. The Fire Service reached 193 for 9 from their 55 overs.

Although the RN achieved victory, the batsmen other than Kitching (59 no) will be disappointed not to have made bigger scores after appearing well set — one aspect of their game which will need improvement if further success is to be obtained.

**BFS 193 for 9. RN 197 for 5. RN won by 5 wickets.**

There was a much better all-round performance by the Navy in their match against the MCC Young Cricketers. With a little more concentration at key periods of the match the Navy could have achieved the significant victory which was within their grasp.

**MCCYC 263 for 6. RN 223 for 9 (Charles Hobson 73). MCCYC won by 40 runs.**

The next day the Navy played Middlesex II, currently top of the 2nd XI table, at Portsmouth. Playing with half their regular team, Middlesex were finally dismissed for 125 in 46.2 overs. A stand of 31 for the ninth wicket was to prove decisive.

Lieut. Kurt Eyre RM (Comacchio Gp), playing his first game this season for the senior side, took 4 for 21 in his 11 overs. Mann took 3 for 16 in 6.2 overs. Martin King (1 for 24) was back to form after a difficult day against the

MCCYC.

This excellent bowling performance backed up by some fine fielding gave the RN their best opportunity for success in this fixture for several seasons. But skipper Hobson was the top RN scorer with 21 and the Navy were all out for 101. This was a disappointing result, but the chance of playing against county 2nd XI bowlers will have been of much benefit to the Navy players.

**Middlesex II 125. RN 101. Middlesex won by 24 runs.**

● **Fixtures:** The Inter-Services Under 25 Championships will be held at the Officers Ground, Aldershot, July 9-11, with the Navy playing the RAF on the first day.

The RN senior side will play Club Cricket Conference on July 6 at Burnaby Road.

The Australian Combined Services cricket team will begin a month's tour of England on July 10. They will play the RN on July 26 and Combined Services on July 30 — both games at Burnaby Road.

Spectators welcome at all games. Support for the U25s at Aldershot would be particularly welcome.



## Golden Sovereign, steely Sheffield

**DURING** the Mini and Midi Ships Cup Rugby Finals, both hotly contested, HMS Sovereign and HMS Sheffield, came out as worthy winners.

At half-time in Sovereign's match against HMS Atherstone, at Rosyth, Sovereign were 6-0 up following two first half penalties by LWEM Dougie Douglas who was in fine kicking form.

The second half proved as exciting as the first and saw Atherstone pull back two tries through AB Pony Moore to put the score at 10-6 with only five minutes to go. A solid determination by Sovereign saw them immediately get back into the game and with only two minutes remaining CPO Andy Winters went over in the corner to tie the match up for Sovereign, the final score being 13-10.

HMS Sheffield rounded off a successful season overcoming HMS Scylla 20-3 in the Midi Ships final. A hard-fought game was won by a well-disciplined and better organised Sheffield team whose mobility and ability to keep the ball alive and moving forward was supplemented by some tenacious tackling.

The performance was typical of the season as a whole which saw Sheffield amass 191 points in competitive games and concede only 12, with no opposing teams able to cross the try line.

The size of the squad, coached by the CO, Cdr. Chris Craddock, and captained by POMEA Tex Rutter, has encouraged the start of a 2nd XV and this strength in depth has ensured that 1st XV players have had to work hard to keep their places during a season which, in addition to the Midi Ships cup success also saw an impressive victory in the Devonport area 7s final earlier in the year.

● Captain of HMS Sovereign's team PO "PJ" Greenlees receives the Mini Ships trophy from FOSNI Rec. Officer, Lieut. Gary Bushell.

## HASLAR DOUBLE

**AS IN 1991/92 RNH** Haslar has again won all three competitions open to the S.&S. — the league, the Cup and also the end of season six-a-side event. They're hoping for the treble in 1993/94, but they'll be without ace manager Lieut. Ron Kenney, who is now serving in Gibraltar.

## Hoppy event



**SAILING** champions from HMS Coventry proudly display the Triumph Pint, won for the first time in two and a half years. The trophy, donated by the Mobasa Yacht Club in 1967 and challenged for by warships visiting Kenya, has been up for grabs 34 times but won on only eight occasions.

The current win by Coventry was convincing, with the team taking the first two races due largely to the expertise of MEM Hoppy Hopwood who normally sails a Laser.

Pictured at the club are, back, from left, CPO Jason Gilbert, LRO Paul Santry and RO Justin Killick; front, LS Hedge Trimmer, MEM Hoppy Hopwood and Lieut.-Cdr. Martin Kelly.

## STREAM OF SUCCESSES WITH BROOKS AT HELM

**WHEN WO** Ian Brooks took over as Plymouth Command FC manager, his biggest problem was attracting back the quality Service players who had allied themselves to civilian clubs.

With a bit of "wheeling and dealing" they did come back though, and now it's the team's turn to say farewell to Ian (pictured right).

Over his three seasons at the helm the team (1st season) won Plymouth Combination Div.1 and were Devon Junior Cup semi-finalists; (2nd season) were runners up in Plymouth Combination Premier Division and won Plymouth Combination Premier Cup; and (3rd season) won

Plymouth Combination Premier Division and the Brian Hoskins Memorial Cup, and were Devon Senior Cup semi-finalists.

This year had begun with a couple of lost games — with key players unavailable — but the team soon refound their way and won the championship for the first time.

Their impressive record was: played 22, won 18, drew 1, lost 3, goals for 104, goals against 22, points 37. POWEM(O) Yorkie Holdroyd (Defiance) achieved 26 goals despite playing only half the season. LPT Ian Smith (Illustrious) followed with 24. LPT Taff Mankey scored 13 and MAA Stu McGregor scored nine.

## ON YER MARKS

**COMPETITORS** for the Navy Cup Athletics final have now been decided. Holders HMS Sultan have again qualified and although one or two prominent athletes have left the establishment they are still the team everyone must beat.

HMS Heron, after their fine Air Command win, will be represented in both the mens and womens competitions, as will surprise qualifiers HMS Gannet. They beat the mighty HMS Neptune and HMS Cochran to reach the finals.

Plymouth champions RNEC can always be relied on to provide

surprises and with the cup final taking place in Plymouth cannot be overlooked. Commando Logistics Regiment is an unknown quantity but it would be foolish for other teams to discount Marines, traditionally strong in track and field. HMS Collingwood will also be vying for the mens title. The ladies competition will

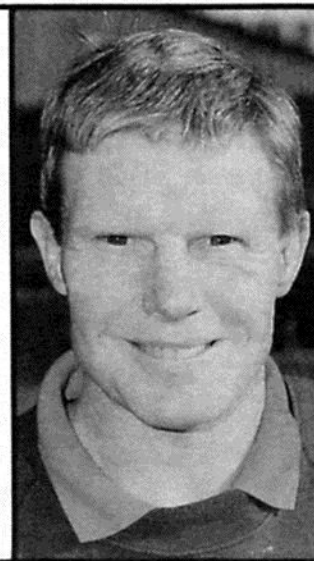
be an interesting affair to say the least. On paper the holders, HMS Heron, would appear the favourites, but they can expect a strong challenge from HMS Nelson, the Portsmouth champions, and HMS Drake, who won the West Country event. HMS Gannet, another unknown quantity, will be determined to give a good account of themselves.

All in all it looks as though the final — July 14 at Brickfields — will be a very competitive event.

● Final selection for the RN/RM marathon team to run in Washington DC on October 24 against the US Marine Corps will take place on July 20. Competition for the six places is as keen as ever, particularly after the excellent RN marathon championship in April.

From that race Lieut. Ginge Gough and CPO Ian Garmory won automatic selection. The three fastest times so far qualifying for the team are 2.38 (Simon Sheard and Paddy Johnson) and 2.39 (Jim Donnelly) — unless you know different?

Want to be considered? Contact Cdr. Al Rich on Raleigh ext 41204 or 41238 as soon as possible.



## AIRMEN WON'T LIE DOWN!

WITH the league season completed on a winning note the RN Volleyball team were looking forward to the challenge of both the Crown Services and Armed Services tournaments but had to enter the former with a team weakened by sea-going commitments.

Despite a weekend of intense volleyball they ended up with the tournament's newest trophy, "The Wooden Spoon" and resolved to avenge defeats by the Army and RAF in the Armed Services tournament in Aldershot!

Accordingly, and with a strengthened team and the support of coach Steve Glennon, the result against the Army was a convincing 3-0. A come-back against the RAF looked on the cards as the RN clawed their way back from 2-0 down to 11-2 in the fourth set only to let it slip and a result of 3-1 against ensued. Sub-Lieut. Les Crawford, CPOAEA Stu Meikle and POWEM Andy Page earned their Combined Service colours in a representative match versus the England Junior Squad with the CS running out comfortable winners.

With the Services competitions complete it was back to HMS Nelson for the Knock-Out Cup Final and Inter-Command championships which produced only one major surprise. HMS Collingwood, in winning the league stages of the Knock-Out Cup, defeated the Cudrose team for the first time since 1986, but in the final proper went down 3-1.

The very hot weather resulted in difficult conditions for the Command players but, yet again, the NAC proved worthy winners beating Portsmouth 3-0 in the final.

This year's most promising team were the Royal Marines with Cpls. Middleton, Barbour and Parr performing well.

Players of all standards are reminded that a proficiency weekend, marking the start of the new season, will be held in HMS Collingwood on Sept. 18-19 — further details from Lieut. Dave Hall (Daedalus 4221) or Sub-Lieut. Les Crawford (Collingwood 311).





# DAYS OF SAIL . . .

PICTURED in action at the National Championships in Portland are the Navy's windsurfing team.

Normally six-strong, the team competes in the UK Boardsailing Association Championship Series throughout the summer, as well as the Services championships, and are lead by the current Joint Services champion Lieut.-Cdr. Ian Plant.

This year's RN championship will be held at Browdown on July 24-25 and the Joint Services event will be in Weymouth on Sept. 11-12.

Both events are open to all Service personnel, MOD civilians and dependents with a special class for novices. Details are available from the Rear Commodore Windsurfing RNSA, Lieut.-Cdr. Colin Brooks (Portsmouth Naval Base ext. 24728) or CPO Dave Strudwick (ext. 23949), together with details of Service prices for the purchase of equipment.

For information on selection for the RN team and assistance with the purchase of equipment contact the team manager Lieut.-Cdr. Ian Plant, MOD Prospect House ext. 5525.

The current team are, from left, CPOWEA Trevor Chantler (HMS Glasgow), CPOWEA Dave Strudwick (FOSF WE), Lieut.-Cdr. Ian Plant (DGA(N)), Mid. Mathew Spooner (HMS Marlborough) and Lieut.-Cdr. Colin Brooks (CWTA). Not shown is Lieut. Simon Kingsbury (RNEC Manadon).



## Fishing first for the Navy

HMS Dryad's Sea Angling Club know how to hook a winner or two, as this season so far reflects — they've won every competition they've entered in the Solent Area League. One cup, the Aggregate Trophy, was awarded for the highest number of specimens of fish caught in a year. Another, the Cob Cup, a national award, was won by CPO Clive Hurst, the first RN angler to win the award since its inception in 1922.

Pictured with their silverware are, back row, PO Brian Medhurst and CPO Clive Hurst; front row, LCK Terry Morgan and CKs Paul Kelly and Gareth Collinson.

● Poor weather conditions greeted the 30 competitors in the Inter Services Flyfishing Challenge held at Rutland Water. Huge, white-crested waves should have made the Navy feel at home but on the day the local knowledge of the resident RAF team based nearby proved too good and the Navy team had to settle for a creditable second.

## Cricketers stretched

ON THE first really hot day of summer MEA App Julian Neale (Sultan), pictured right, worked up a sweat against MCC Young Cricketers. Despite a good all-round RN performance, though, the Navy lost by 40 runs. (See also page 34).

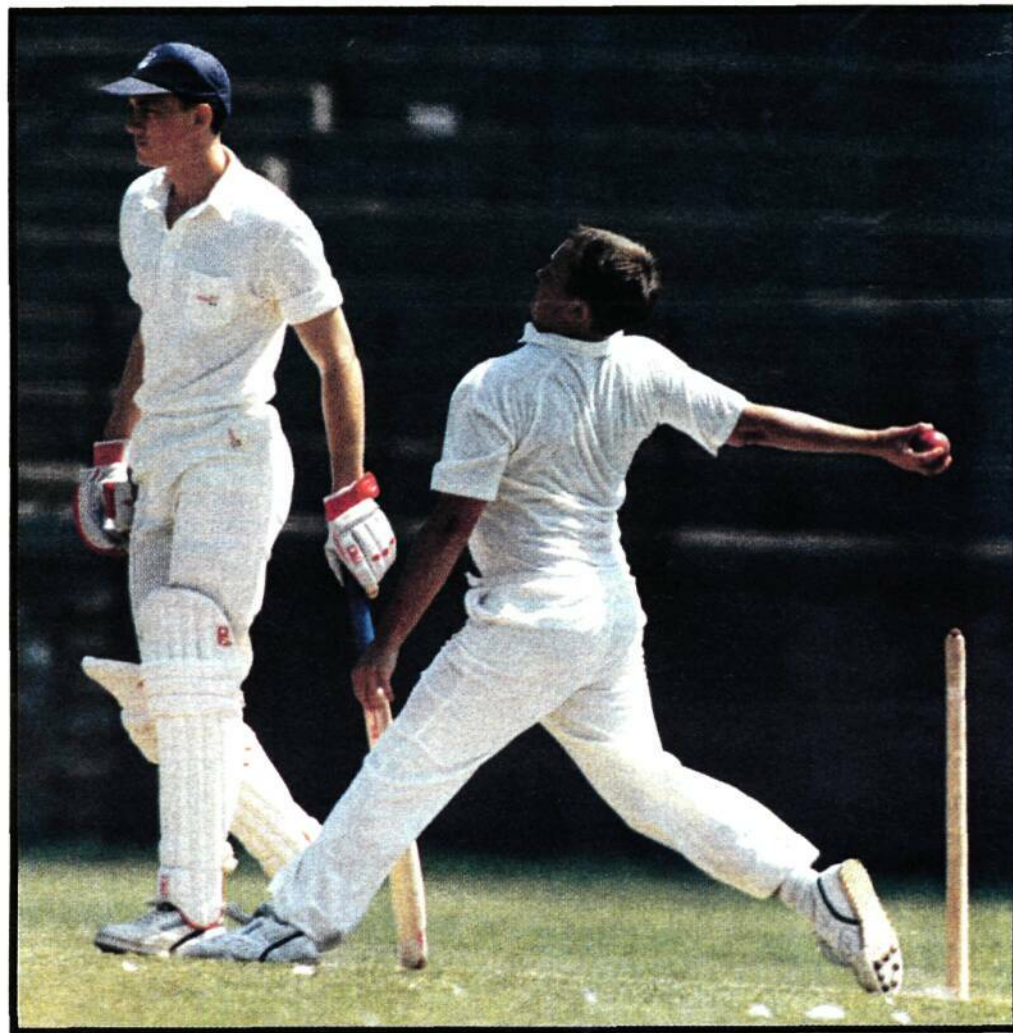
Courses for cricket umpires and scorers are to be held in HMS Sultan on Tuesday evenings (from 1630) for 10 weeks, beginning on October 5.

Meanwhile, those who passed the umpires exam more than four years ago and have not progressed to the oral are reminded that their pass is no longer valid. Under the rules of the Association of Cricket Umpires and Scorers they must resit the exam.

For details contact CCMEA P. N. Beard, Nuclear Training Group, HMS Sultan ext. 2663.

### TOP GUNS

RNAS Yeovilton was the best overall team in this year's Naval Air Command skill at arms meeting, held on the ranges at Merc in Wiltshire. Competition shooting took place with the Service SA80 rifle and 9mm pistol over a variety of ranges. AEM Tim Othendson, Lieut. John Dyer, CPO Rod Burnell, LAEM Nick Price, Lieut. Sally Roots, CPO Nick Griffin and PO Steve Archibald represented the air station.



## HART RACED!

CREWS from the Royal Navy and Royal Marines Amateur Rowing Association performed well at the 25th Joint Services Regatta which was held at Thorpe Meadows, Peterborough.

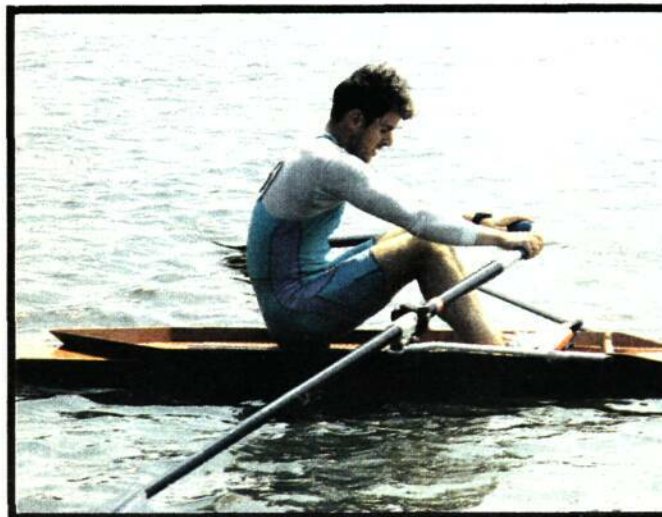
From the four inter-service events there were two Navy wins. Mne. Jason Hart (Warrior), pictured left, won the Men's Inter-Service Single Sculls in convincing manner, having also achieved victory in a civilian regatta at Derby the previous day.

The day's premier event was the Men's Inter-Service Eights. Here, in a thrilling race watched by Rear Admiral Robert Walmsley, new president of the RN&RMARA, the Navy eight won in style in an impressive time, though the margin was close.

The Navy VIII comprised: bow: Lieut. Tony Gray (DNP), Lieut. John Bonnett (Collingwood), Lieut. Stuart Wright (York), Lieut. Dave Stroud (DGA(N)), POAEA Brian Kemp (899 NAS) (squad manager), CPOAEA Howard Pavey (722 NAS), LAEA Alan Davidson (Daedalus), stroke: Sub-Lieut. Adam Wright (Manadon) and cox: Lieut. Penny Graham WRNS (Cambridge).

Mrs Walmsley presented the prizes, including the Hawker-Siddeley Challenge Trophy to the Naval Air Command winners of the Men's Open Pairs, LAEA Davidson and Sub-Lieut. Wright.

Other crews from the Royal Navy, Portsmouth, RNEC Manadon, HMS Raleigh and Naval Air Command took part and were happy in the general success of the day. They left determined to build on the success for the remainder of the regatta season.







## Smiley, happy people!

**PACKING** the prow of HMS Glasgow are the ship's company, led by her commanding officer, Cdr. David Sayer.

This sunny shot was taken while the ship was alongside in Gibraltar following a busy working period which included BOST, a visit to

Amsterdam, changing her base port from Rosyth to Portsmouth and Exercise Linked Seas. Despite spending some considerable time in southern waters the Type 42 destroyer still retains strong Scottish links — a short visit to Leith was followed by a long-awaited return to her "home" town of Glasgow.

## Sea date extended

THE deadline for the receipt of requests for Wrens volunteering for sea service has been extended to Aug. 31.

This is due to redundancy concerns from Wrens personnel who are still considering volunteering for sea — details of the next redundancy programme were announced earlier this month.

Where there are insufficient suitable applicants, redundancy boards will select primarily on the basis of employability, although other factors will be considered.

The boards will further be instructed not to select, within a redundancy category, redundees exclusively from non-sea volunteers, but to select a proportion of non-applicants from both sea and non-sea volunteers, taking into account the needs of the Service.

# Argus returns from Adriatic

**VETERAN** of the Adriatic task group, RFA Argus, has returned to the UK after six months on station.

The Portsmouth-based aviation ship returned to Marchwood military port, Southampton, with a small contingent of soldiers from the Royal Artillery who had remained embarked to look after Army equipment.

RFA Argus arrived in Split at the end of last year to supply logistic and support facilities for the British Forces in Bosnia and to transport Sea King helicopters of 845 Sqn. which were

later involved with UN relief and evacuation efforts.

During her time in the Adriatic she was also home to some 300 soldiers who subsequently had to return to the UK due to the overcrowded conditions on board.

RFA Argus will now go into a well-deserved refit and there are no immediate plans to replace her in the Adriatic. The fleet tanker RFA Olwen and the fleet replenishment ships RFA Fort Grange will remain on station.

## LEGION LEADER

AT their annual conference in May, Royal British Legion delegates elected Vice Admiral Sir Geoffrey Dalton to be their new national president.

He is only the second naval president of the Legion, his predecessor being Admiral of the Fleet Earl Jellicoe who held the office from 1928-32.

## Lynx up-date

THE FIRST of the Mark 3 Lynx helicopters to undergo Mark 8 conversion has been handed over to Westlands from RNAS Portland.

This mid-life up-date programme consists of fitting the new GEC Sea Owl PID, the Racal centralised tactical system, composite main rotor blades and a reverse-drive tail rotor.

The back-in-service date for this first aircraft is planned for the end of next year, and the Fleet can expect to see the first four flights at sea by July 1995.

## Course fishing

MORE than 300 local fisherman have attended airborne rescue-at-sea training courses run by 771 Search and Rescue Sqn at RNAS Culdrose, Cornwall.

## NEW LOOK FOR WRENS?



**VISITORS** at the Battle of the Atlantic celebrations in Liverpool got a sneak preview of the proposed new WRNS and QARNNS uniforms.

Despite the rain, models Vicky Hulse, Rosalyn Kennedy and Gillian Duffy sported the new rig designed by Jacqueline de Baer Ltd. in partnership with Victor Puddick, of the Tri-Service Clothing Research and Development Section.

The uniforms will have to go through a number of steps — including sea trials! — before gaining final approval.

## Opportune pays off ...

**AFTER 29 years of service** the diesel-powered Oberon Class submarine HMS Opportune paid off in Gosport last month.

Flying her paying-off pennant she returned to HMS Dolphin for her decommissioning ceremony.

Two other Oberon Class submarines, HMS Oracle and Opossum, are due to pay off later this year.

## Unicorn signs on

HMS Unicorn, the fourth and last of the Upholder class submarines, was commissioned last month at Cammell Laird Shipbuilders, of Birkenhead.

The diesel-electric powered submarine was launched last year by Lady Grose, wife of the former Flag Officer Plymouth Vice-Admiral Sir Alan Grose, who was present at the commissioning ceremony. HMS Unicorn is due for formal acceptance at the end of this month.





# BATTLE OF THE ATLANTIC

## THE QUALITY OF MERSEY . . .

ON MAY 31, 1943 the Battle of the Atlantic had been won, the tide of the battle changing when Admiral Karl Doenitz, commander of the U-boat Fleet, ordered the withdrawal of submarines from the North Atlantic.

Fifty years on the victory was remembered and commemorated in style in Liverpool, headquarters of the Western Approaches Command and Britain's main convoy port throughout the Second World War.

Despite the gloomy weather which surrounded the five-day programme of events, thousands of veterans, from as far afield as Canada and the USA, joined over a million visitors to pay tribute to those who took part in the battle.

Among the ships visiting Liverpool after taking part in the Fleet Review were the Russian destroyer Gremyashchy, the Canadian Annapolis Class frigate Nipigon, the Polish frigate Kaszub and the South African Fleet Replenishment Vessel Drakensberg. The Mersey also played host to the German U-Boat U-25 which berthed alongside HMS Oracle at Birkenhead's Albert Dock.

Royal visitors to the city included the Queen and the Duke of Edinburgh and the Prince and Princess of Wales who attended a Service of Commemoration at Liverpool's Anglican Cathedral.

"The major events of the weekend will be remembered by many people — the outstanding marchpast, which was the biggest naval marchpast since the Second World War, the fly-past, the gala charity concert at Goodison Park and the deeply moving service of commemoration," said Flag Officer Plymouth Vice-Admiral Sir Roy Newman.

"Many of the estimated one million people who visited Merseyside, including those who took the opportunity to visit the ships, will have a lasting impression of the spirit of international co-operation that has been so evident during the commemoration."



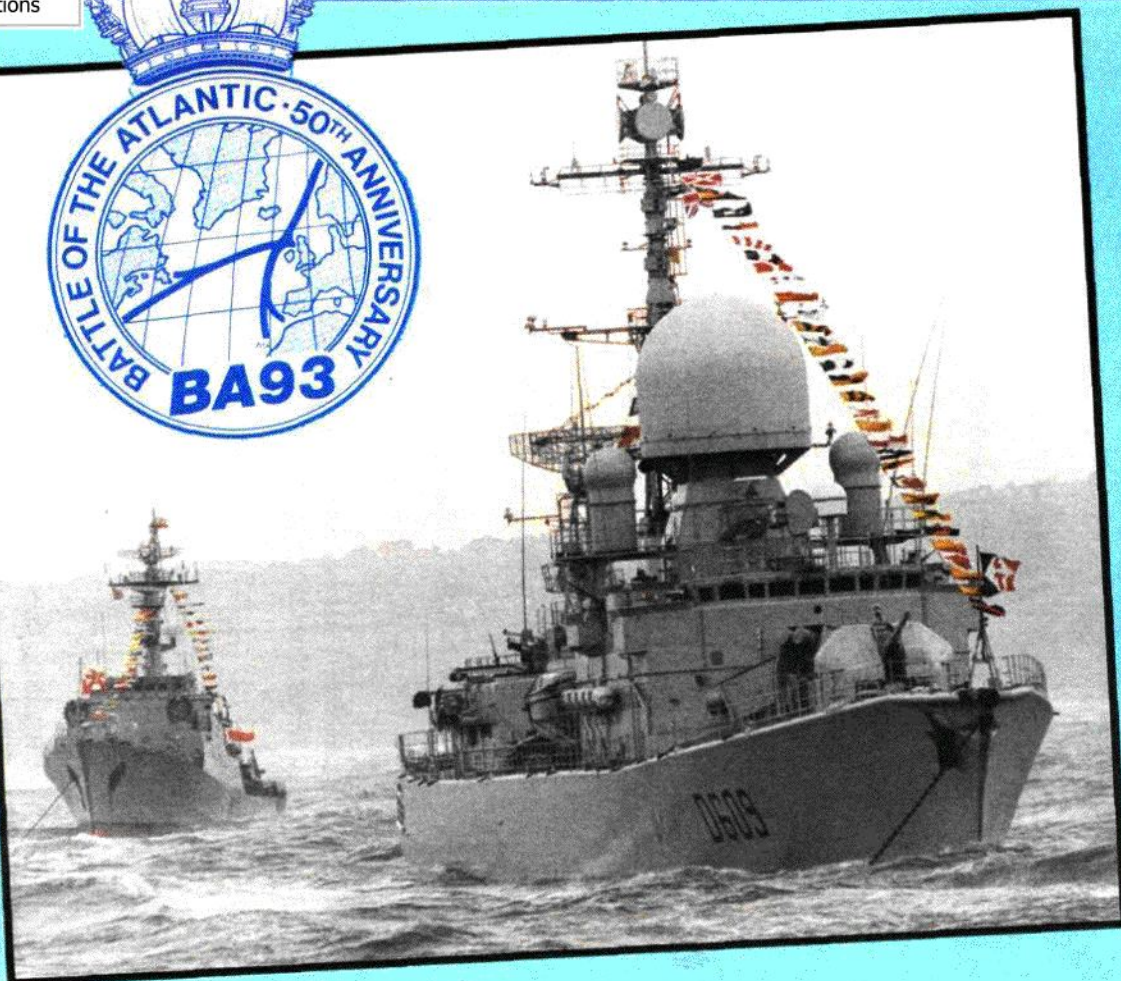
● Above: HMS Liverpool, along with ships of the international fleet, enjoyed calmer waters at Moelfre, off Anglesey, during the Review rehearsal. The weather was to deteriorate considerably before the Fleet Review took place.

● Right: Among the Royal visitors to the city were the Prince and Princess of Wales who attended a Service of Commemoration at the Anglican Cathedral. After the service the Prince took the salute on the cathedral steps during the Parade of Standards.

● Left: A rousing cheer from the people of Liverpool as over 3,000 veterans and 1,000 sailors, from UK and foreign ships visiting the Mersey, march through the city centre led by one of the Bands of the Royal Marines.







# Who are so free sons of the way

FORCE eight winds, grey skies, driving rain and mountainous seas — weather which used to keep the U-boats at bay during the Battle of the Atlantic.

Fifty years on and in similar conditions, the image of the convoys was vividly recreated as one of the largest peacetime gatherings of warships since the Jubilee in 1977 met off Anglesey for the Fleet Review.

The 26 warships and seven merchant vessels had gathered at Moelfre — the old convoy-assembling ground — but as the weather worsened overnight several of the smaller ships, including HMS Biter, Charger and Puncher, were forced to withdraw. Other casualties included the American mine countermeasures vessel USS Devastator, which sought shelter with her sister ship USS Scout, after losing power and snapping her moorings, and RNAS Loyal Volunteer, Chancellor and Watcher. One of the smallest ships to survive the battering was HMS Humber, Commodore RNR, which managed to stay in line throughout the review.

As the wind lessened and the clouds momentarily parted a fly-past of naval aircraft — without two Second World War Swordfish, deemed too fragile to survive the rough conditions — and two 21-gun salutes fired by the Fleet's Flagship, HMS Cornwall, heralded the start of the review.

*"Having been in Liverpool throughout the commemoration of BA93, I am in no doubt that it was an outstanding success. This success was sounded upon the hard work, dedication and imagination of all those involved in the setting up and running of the organisation and to all those who took part. It was a faultless performance which reflects the greatest credit on all our people."*

*"Despite the weather, all the ships and personnel were uniformly smart, cheerful and professional. The whole event has shown the Royal Navy at its best and drawn the most favourable and warm comment."*

First Sea Lord Admiral Sir Benjamin Bathurst

HMV Britannia, already delayed by half an hour, was forced to reduce her speed from 18 to 12 knots but, despite the conditions the Duke of Edinburgh and King Harald of Norway, wearing the uniform of Honorary Colonel Royal Marines, braced themselves on the deck to take the salute and acknowledge the cheers of the gathered ships' companies.

Following ocean surveillance members of the Royal Navy disappeared the Royal Navy ferry Stennis embarked.

No previous bad weather national fleet took the salute including Lividaleton and foreign and destroyers.

Ten freighters to the during the

The review memorabilia completion, Mersey to j

The Duke of Edinburgh and King Harald of Norway, wearing the uniform of Honorary Colonel Royal Marines, braced themselves on the deck to take the salute and acknowledge the cheers of the gathered ships' companies.

After inspecting at Albert Dock including 102

Owen joined served in submarines to serve as ing the bat

OVER 3,000 naval and merchant marine veterans, including former U-boat crewmen, were given a heroes' welcome when they paraded through Liverpool city centre to commemorate the Battle of the Atlantic.

In what was the biggest marchpast organised by the Navy since the Second World War, they marched to Derby Square, alongside 1,000 sailors from 16 nations, where the salute was taken by the Mayor Cllr. Mike Black, accompanied by the First Sea Lord Admiral Sir Benjamin Bathurst.

The parade was led by the Band of the

Royal Marines CINCFLEET who were followed by a 48-strong squad of sailors from HMS Liverpool. Having received the honour of the Freedom of the City they proudly chose the occasion to exercise their right to march with bayonets fixed and colours flying.

Behind them followed the Band of the Royal Marines, Flag Officer Plymouth, leading contingents from HMS Active and the Royal Naval and Royal Marine Reserves while the 3,000 veterans were led over the one-mile route by the Band of the RM School of Music, Deal.

In a message to the Fleet, Flag Officer Plymouth Vice-Admiral Sir Roy Newman

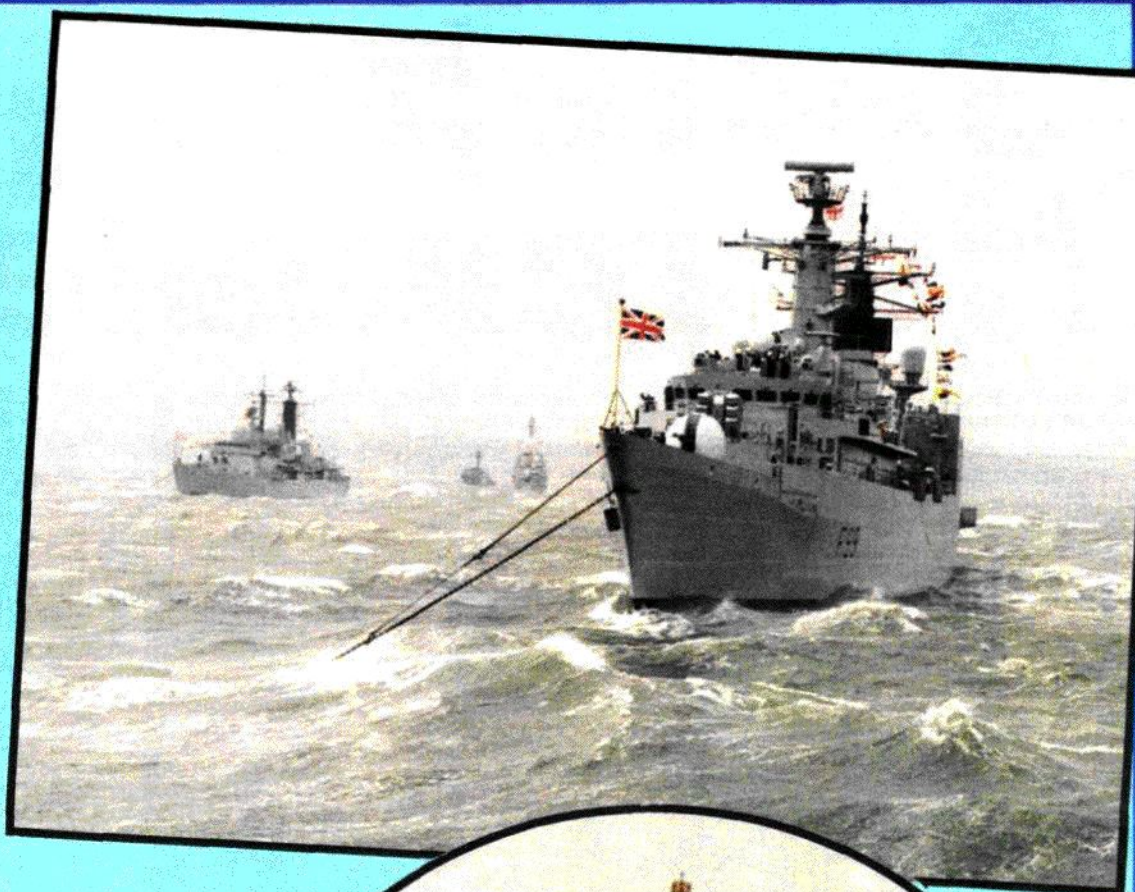
said: "The pl marchpast we gave credit to

He added, "outstanding a involved in the ning, training event."

● Ceremonial was Lieut.-Cd relieved by L was also pre based in HMS naway, CPOs bridge and PC







# e as ves?

y close behind Britannia was the  
y vessel HMS Bulldog (giving  
of the Press a rough ride as she  
d beneath gigantic waves!) and  
uardship HMS Active, leading the  
a Cambria with over 800 veterans

ous review had been held in such  
er but the spirit of the inter-  
et remained high as Britannia  
lute from RN and RFA ships in-  
erpool, Chiddingfold, Quorn, Mid-  
RFA Olmeda, anchored alongside  
d Commonwealth frigates and

nters were also at anchor in tri-  
e 28,000 merchant seamen lost  
Battle of the Atlantic.

w was the curtain-raiser to com-  
s held in Liverpool and, on com-  
ny of the ships headed for the  
in in the week-long celebrations.

of Edinburgh was joined the fol-  
by the Queen who visited Albert  
the opening of the Battle of the  
allery at Merseyside Maritime

ecting a Royal Guard of Honour  
ock she met many veterans in-  
-year-old Owen Tracy.

ed the Royal Navy in 1908 and  
First World War destroyers and  
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the Royal Navy."

It was, in my view, absolutely  
nd reflected well on those in-  
onsiderable amount of plan-  
g and management of the

Training Officer for the RN  
r. Dick Charge, shortly to be  
eaut.-Cdr. Chris Jordan, who  
ent during BA93. The staff,  
ryad, included WO Phil Gree-  
Bob Pearce and Bob Brain-  
Spike Hughes.



## Pictures (clockwise from centre):

HMV Britannia ploughs through heavy seas past the Danish mine-  
layer Sjaelland (N83) and the Brazilian frigate Defensora (F41).

Inset: The Duke of Edinburgh and King Harald of Norway (second  
left) on board the Royal Yacht as HMS Cornwall fires the first of two  
21-gun salutes marking the start of the Review.

The ship's company of HMS Cornwall raise a cheer as Britannia  
sails by.

HMS Bulldog almost disappears beneath the waves giving many of  
the embarked Press a rough ride.

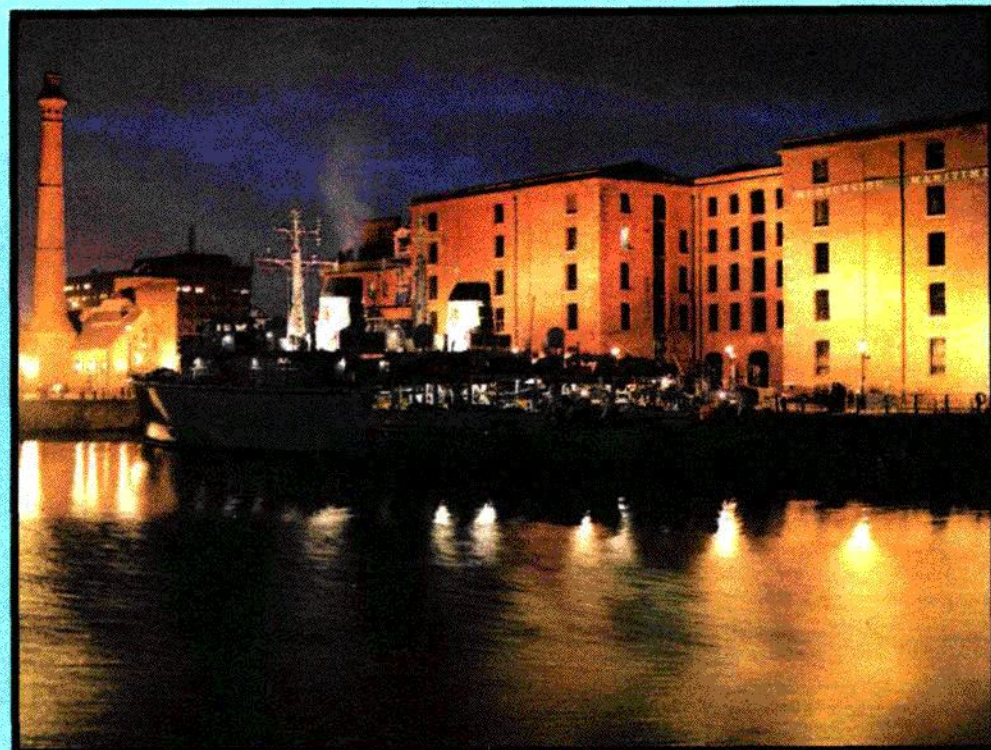
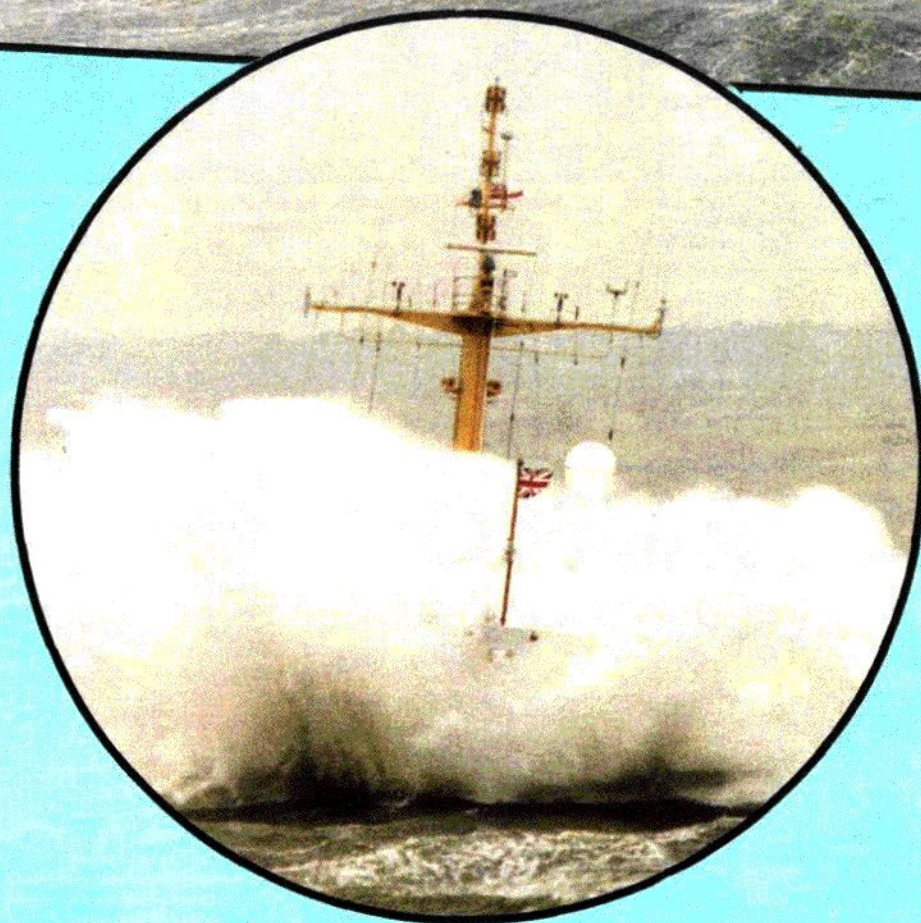
Hunt Class mine countermeasures vessels HM ships Middleton  
and Quorn alongside in Albert Dock.

A proud moment for 102-year-old Owen Tracy as he is presented to  
the Queen during her visit to Albert Dock.

Standard bearers march through Liverpool city centre during the  
commemorative parade.

The Fleet Tanker Olmeda, the RFA's representative at the Review.

Dressed overall are the French destroyer Aconit and the Polish  
frigate Kazsub.



Photos: PO(Photos) Tel Harding and Fez Parker —  
DPR(N); LA(Photos) Tony Power and Gary Davies —  
FOSFPU; LA(Phot) Andy White — Flag Officer Ply-  
mouth; PO(Phot) Paul Cowpe; Albert Lowe; Colin  
Paxton.



# Secrets of wartime HQ revealed

**BENEATH** an office block in the centre of Liverpool the secrets of the nerve centre of Allied operations during the Battle of the Atlantic lay forgotten. Now, 50 years on, the Western Approaches Combined Headquarters has been fully restored on its original site, Derby House, and was officially opened during the celebrations by CINCFLEET Admiral Sir Hugo White, accompanied by Flag Officer Plymouth Vice-Admiral Sir Roy Newman.

At the centre of the restored bunker, built on the orders of Winston Churchill to replace the first command centre set up in Plymouth, is the huge operations room complete with wall charts on which the movements of Allied and enemy ships were plotted — the headquarters commanded operations over 12 million square miles of sea.

## Operations room

Original furnishings and equipment have been collected and Admiral Sir Max Horton's glass-fronted office, which overlooked the operations room, has been fully recreated right down to the original in-tray.

One of the first visitors to Derby House was 68-year-old Naomi Whittall, pictured right with Commandant WRNS Anne Spencer. Sitting at the restored switchboard she was



Survivors of HMS Manners, torpedoed by U-1051 22 miles off Holyhead in 1945, held a remembrance service at sea over the spot where the ship was lost. Pictured before the service are, front left, Adalbert Walczak, a former U-boat submariner, and Capt. Denis Jermain, the frigate's commanding officer.

able to recall her wartime days as a telephone operator working day and night in the secret bunker.

Another permanent memori-

al to those who served in the convoys is the new Battle of the Atlantic Gallery at Merseyside Maritime Museum which was opened by the Queen.

The gallery highlights the role of the Merchant Navy alongside that of the Royal Navy and among objects on display are original guns, depth charges and bombs, a 22ft, torpedo, a German enigma machine — used for sending and receiving coded messages — and personal memorabilia from those involved in the campaign.

## Archive film

There are also full-sized reconstructions, archive film and taped reminiscences which bring the battle to life.

The Merseyside Maritime Museum, in Albert Dock, is also staging an exhibition of 26 oil paintings, called War at Sea, by John Hamilton, a leading painter of the Second World War at sea.

Further tribute to the heroes of the convoys was paid by 35 modern and historic military

aircraft in an hour-long display over the Mersey.

Crowds lined the banks of the river to watch Battle of Britain Spitfires and an American B17 Flying Fortress sweep low over HMS Cornwall, berthed in the Mersey.

## Swordfish

Highlight of the display was the appearance of two Fairey Swordfish, one of which was the only aircraft in the flypast to have taken part in the Battle of the Atlantic. Built in 1943 it flew from the Merchant Aircraft Carrier (MAC ship) Rapana.

The display also included an aerobatic display by two Lynx helicopters from RN air station Portland, five Sea Harriers and two Sea Kings from RN air station Yeovilton and a further three Sea Kings from RN air station Culdrose.



Two Fairey Swordfish from the Second World War fly over the Mersey during the hour-long display of modern and historic aircraft.



## STAMP OF APPROVAL



**COMMANDING** officer of the Russian destroyer Gremyashchy, Captain 2nd Rank Viktor Belkin, signs and stamps a special batch of RN Philatelics BA93 commemorative covers in his cabin watched by, left, Charles Stirling, RN Philatelic Officer and Robert Lavery, interpreter at the Defence School of Languages, Beaconsfield. The ship was alongside in Liverpool during the Battle of the Atlantic celebrations.

The covers, which were also signed by Vice-Admiral Y. G. Ustimenko, First Deputy Commander of the Russian National Fleet, are to be offered by Charles Stirling for auction with all proceeds going to the KGFS.

Anyone who wishes to bid for one of the covers should contact him at 1 Woodhenge, Badger Heights, Houndstone, Yeovil, Somerset BA22 8TT.

## Bands mass at Goodison



**COLD** winds and driving rain could not dampen the spirits of all those who packed the stands at Goodison Park for the Massed Bands Charity Concert, attended by the Prince of Wales.

The concert, held in aid of the KGFS, included performances by the Massed Bands of North West Area Sea Cadets, the King's Squad RM and RM Corps of Drums and the Massed Bands of the Royal Marines.

Parachutists from the RM Free Fall team also "dropped in" on Everton's ground but lost one team member when he overshot the stadium only to land, safely, in an adjacent pub car park!

Highlight of the evening was a performance by opera Diva Lesley Garrett who sang excerpts from the specially-composed Battle of the Atlantic Suite. Protected from the rain by a gallant Royal Marine sporting a large umbrella she rounded off the concert by leading the audience in several rousing renditions of Second World War "favourites".